3M MICROFILM

START OF ROLL

ROLL NO.

192

CONSTRUCTION CONTRACTS

8518

OREGON DEPARTMENT OF TRANSPORTATION

8518 Sodom Ditch Br. Sec. of Linn- 1977
West County Road NW of Brownsville
(Grading, paving & structure)

L & A 5521 12-23-75

8518

OREGON STATE HIGHWAY DIVISION FORM 81-735 1150	HIGHWAY DIVISION INVOICE	NO. 126096

DATE	BILLING REQ. NO.	YOUR ORDER NO.
2-20-79	CC 1980	

CREDIT DISTRIBUTION

222-1070-297 6,853.35

Debit
222-1942-297 451.92

NEW: LINBØAR

- Linn County Board of Commissioners
- Courthouse
- Albany, OR 97321
- Attn: Mr. Willis Grafe - County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING for the Sodom Ditch Bridge Section OS-2200(1)			
Total Project Cost			$182,152.51
Federal Funds Collected			142,121.08
Less County Advance Deposit			43,130.00
	1		$3,098.57
Final Billing			

8518

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
2-15-79	CC-1980	

CREDIT DISTRIBUTION
222-1942 - PE
222-1070 - Construction

BILL TO: Code:

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321
Attn: Mr. Willis Grafe - County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING for the Sodom Ditch Bridge Section OS-2200(1)			
Total Project Cost			$182,152.51
Federal Funds Collected			142,121.08
Less County Advance Deposit			43,130.00
REFUND DUE COUNTY			$ 3,098.57
Please attach itemized statement to invoice.			

Advance Deposit Amount	$43,130.00
Advance Deposit Previously Transferred to Highway Fund	$33,630.00
Balance	$ 9,500.00
Transfer to Highway Fund	$ 6,401.43
Refund Due	$ 3,098.57
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC-1632 & CC-1729

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald Wimer
Gerald Wimer

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/15/79

COUNTY Linn Contract No. 8518 Date Completed 7/12/77

PROJECT # OS-2200(1) Section Sodom Ditch Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PE Costs - Consultant		$ 12,175.00
State		3,103.88
Payment to Contractor		151,709.60
Construction Engineering - Consultant		12,602.69
- State		2,172.58
TOTAL (FEDERAL PARTICIPATION)		$181,763.75
PE		$ 45.76
Construction Engineering		96.45
Interest Paid to Contractor		246.55
TOTAL (NON-PARTICIPATION)		$ 388.96
TOTAL COST OF PROJECT		$182,152.51
Federal Funds Collected PE	$ 11,946.56	
Construction	130,174.52	
TOTAL	$142,121.08	

Per Agreement County Share is as Follows:

Total Project Cost		$182,152.51
Less Federal Funds Collected		142,121.08
COUNTY SHARE		$ 40,031.43
County Advance Deposit PE		$ 4,330.00
Construction		38,800.00
TOTAL		$ 43,130.00
COUNTY SHARE		40,031.43
To be refunded to County		$ 3,098.57

Reference: Billing Form CC-1632 & CC-1729
AD 187, 282

8518

8

January 4, 1978

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

Gentlemen:

Contract No. 8518 awarded to Holst Construction Co., for work on the Sodom Ditch Bridge Section of the Linn-West County Road in Linn County was completed on July 12, 1977, and accepted by the State Highway Engineer on December 21, 1977.

Final payment in the amount of $7,868.61 will be released to the contractor after January 9, 1978. The total contract amount is $151,709.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Holst Construction Co.
P. O. Box 692
Oakridge, OR 97463

United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, Washington 98401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

STATE OF OREGON

INTER[illegible]FICE MEMO

TO: Vernon E. Skoog
Controller

DATE: November 25, 1977

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

OS

SUBJECT: Audit Report
Oregon Bridge Engineering Co.
Sodom Ditch Bridge
FAP#: OS-2200(1)

DEFINITION STATEMENT

The consultant, Oregon Bridge Engineering Co.(OBEC) made an Agreement with Linn County to perform both preliminary and construction engineering on the referenced project. FHWA approved on March 19, 1976, a lump sum of $12,175 for preliminary engineering, and for the construction engineering actual cost not to exceed $20,000.

There were 9 progress billings which OSHD paid in full after approval by Linn County and by Philip Stearns of Region 2, plus a desk audit. The final bill, showing total project cost of $24,605.90, was received on November 21, 1977.

ANALYSIS

Due to a misunderstanding of the project status the costs billed through July were considered to be final and the audit was requested. On September 16, 1977, I met with OBEC personnel at their Springfield office. I performed the audit in accordance with generally accepted auditing standards and applicable federal reimbursement requirements.

There were no changes in reporting, accounting or billing procedures since my previous audits, so I placed considerable reliance upon them.

The only finding was in the overhead costs; the billings, per Agreement, used a provisional rate of 85.85%. Actual overhead costs were incurred at the rate of 89.22%. Applying the increase to direct salary cost of $5,097.84 resulted in $171.79 additional project cost.

CONCLUSION

Auditied costs of $12,602.69 for construction engineering plus lump sum preliminary engineering costs of $12,175.00 were reasonable, allocable, properly documented and eligible for federal participation in the Off-Systems Roads program.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 29 1977
File: PM FA
TAA McClabrandt LG OP

DWJ:mm

cc: Fred Hildebrand
R.J. Hacek

81-125-1387

8518 9-28-77 Oakridge

SODOM DITCH BRIDGE
Contrace: 8518
Prefix: 222-1070
FAP No. OS-2200(1)

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 28 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

NARRATIVE REPORT

On May 16, 1977 Holst Construction Co. of Oakridge, Oregon moved in pile driving equipment and piling. All signs and traffic barriers are in place and the road closed to traffic on this date.

Work progressed very rapidly with all piling driven out on May 20, all substructure concrete poured out on June 8, the old structure removed and all riprap in place by June 15.

The slabs at span 1 were set June 13 and all box beams were delivered to the job site June 14, half of which were set in place and the rest stockpiled on top. The contractor utilized the main span of the old structure as a work platform for setting up the forms and tying the reinforcing steel. The pier forms and reinforcing steel were set in place at Bent 2 as a unit over the piling in one operation. After the pier was stripped, the northern half of the old bridge was removed. A ramp was made after the slabs were set in Span 1 to allow the transport trucks carring the box beams to back out onto the south half of the old structure. This eliminated the need for large cranes or a launching truss to set the box beams.

Morse Bros. moved in on June 21 and had all embankment in place to grade by the end of that week. At this time the structure could be used if needed. Base rock was placed and ready for paving by June 29. The project was paved full length and opened to traffic on July 1, 1977.

Laneguard had all guard rail items completed by July 8.

During the grading and paving operations, Holst's crew had the parapet rails poured out by June 28 and concentrated on concrete finishing and site cleanup. All work on the project was completed on July 12, 1977.

There were no special problems incountered on the project.

BID ITEMS DELETED

Bid item No. 5 for Flagmen not used. No flaging required with most of the work completed before traffic was allowed thru. Traffic very light after the project was opened.

ADJUSTMENTS, FENCING

Additional fencing was required at the east end of the job on the left side. The ditch and fence had to be moved out in order to build the sub-grade to full width as shown on the plans.

SUBCONTRACTORS AND MATERIAL SUPPLIERS

Subcontract No. 1 with Morse Bros. Construction Division, Tangent, Oregon for furnishing and placing all embankment, 30" culvert pipe, base rock and paving.

Subcontract No. 2 with Laneguard Inc., Cornelus, Oregon for furnishing and placing all guard rail, rail anchors and rail end pieces.

Prestress piling, slabs and box beams were manufactured by Morse Bros. Prestress, Harrisburg, Oregon.

Structural Concrete was furnished by Morse Bros., Harrisburg, Oregon.

Reinforcing steel was fabricated by Farwest Rebar, Inc., Eugene, Oregon

FINAL PROJECT COSTS

The final project costs, exclusive of engineering were

Grading, Paving and Guard Rail	$ 44,189.61
Structure	107,221.96
Total	$151,411.57

FINAL INSPECTION

A final inspection of the project was held on July 21, 1977. Those attending were Mr. Bob Royer, Oregon State Highway Division; Mr. Willis Grafe, Linn County; W. A. Palmateer, Oregon Bridge Engineering Co.; Mr. Carson Holst, Holst Construction Co,; and Mr. Paul Riedl, FHWA.

OREGON BRIDGE ENGINEERING CO.

A.S.H. Jones
Resident Engineer

SODOM DITCH BRIDGE
Linn-West Road
Contract No. 8518 Prefix 222-1070
FA No. OS-2200(1) Bridge No. 12553A

STATEMENT OF OVERRUNS AND UNDERRUNS

Bid Item	Authorized	Final Quantities	% Over or Under
1. Mobilization	All	100%	-0-
2. Temporary Protection and Direction of Traffic	All	100%	-0-
3. Temporary Signs	76 S.F.	75.5	-0.7%
4. Temporary Continuous Rail Traffic Barrier	50 L.F.	50	-0-
5. Flagmen	320 Hrs.	-0-	-100%
None required. Project 95% completed during allowable closure time.			
6. Embankment In Place	3,200 C.Y.	3264.92	+2.0%
7. Watering	70 M-Gal.	47.71	-31.8%
No watering performed on embankment. All required on Base Rock.			
8. 1"-0 Aggregate Base	1,230 C.Y.	1,308.83	+6.4%
Required to complete shoulders.			
9. Class 'C' Asphalt Concrete	550 Ton	555.69	+1.0%
10. 30" Culvert Pipe	12 L.F.	12.0	-0-
11. Guard Rail, Type 2A	75 L.F.	75.0	-0-
12. Guard Rail, Type 3	100 L.F.	100.0	-0-
13. Guard Rail Anchors, Type 1	3 Ea.	3	-0-
14. Rail End Pieces, Type B	1 Ea.	1	-0-
15. Rail End Pieces, Type C	3 Ea.	3	-0-
16. Rail End Pieces, End Shoes	4 Ea.	4	-0-
17. Type 2 Fence	455 L.F.	614.8	+35.1%
Extra fencing required at 159+50 lt, 160+90 Lt, and 165 to 166 Lt to enclose fields to same extent as when job started			
18. 22' Double Gate	1 Ea.	1	-0-

Bid Item	Authorized	Final Quantities	% Over or Under
19. Extra for Asphalt Approaches	2 Ea.	2	-0-
20. Loose Riprap, Class 700 Required to complete project.	340 C.Y.	382.5	+12.5%
21. Bridge Removal Work	All	100%	-0-
22. Structural Excavation All required. Structure completed before embankment placed.	75 C.Y.	51.99	-30.7%
23. Furnish Pile Driving Equipment	All	100%	-0-
24. Furnish 14" Prestress Concrete Piling	659 L.F.	659	-0-
25. Drive 14" Prestress Concrete Piling All Required.	615 L.F.	579	-5.8%
26. Structural Concrete	All	100%	-0-
27. 4'x35'/40' Prestress Slabs	8 Ea.	8	-0-
28. 4'x80'/85' Prestress Box Beams	8 Ea.	8	-0-
29. Reinforcement	All	100%	-0-

8518

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sodom Ditch Bridge		WEEK ENDING: July 16, 1977
		SECTION PREFIX: 222-1070
HIGHWAY: Linn-West Road		COUNTY: Linn
NAME OF JOB: Sodom Ditch Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Holst Construction Co.	CONTRACT NUMBER: 8518	FEDERAL AID PROJECT NUMBER: 05-2200(1)
DATE OF CONTRACT: May 4, 1977	DATE WORK STARTED: May 16, 1977	ESTIMATED COMPLETION DATE: July 15, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 119	WORK DAYS USED: CALENDAR DAYS USED 73
PROJECT AUTHORIZATION: $176,446.25	SPECIFIED COMPLETION DATE: September 30, 1977	PERCENT OF TIME ELAPSED: 61.3
EXCLUSIVE OF ENGINEERING: $162,454.92	ENGINEERING AUTHORIZATION: $13,991.33	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $155,967.01	ENGINEERING COST TO DATE: $8,358.11	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.4%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 4.0 %	PERCENT OF AUTHORIZATION 59.7%	DATE PROJECT WAS COMPLETED: July 12, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18			0.20
MILES PARTIALLY COMPLETED	-0-	-0-			-0-
MILES COMPLETED	0.18	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3200 CY	1230 CY			550 T
TOTAL QUANTITIES CORRECTED TO DATE	3300 Cy	1299 CY			556 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3300 CY	1299 CY			556 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1	1			1
HOURS PER SHIFT	8	8			8

EQUIPMENT USED DURING THE WEEK: 30 Ton Crane, Tool Shed, Hand Tools, Portable Generator, Grinder.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12553A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Fair	67	0	
MONDAY 11	Fair	68	0	
TUESDAY 12	Cloudy	69	0	
WEDNESDAY 13	Fair	70	0	
THURSDAY 14	Fair	71	0	
FRIDAY 15	Fair	72	0	
SATURDAY 16	Fair	73	0	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Berg

RECEIVED
JUL 18 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 10	No Activity
MONDAY 11	Continue concrete finishing and site cleanup
TUESDAY 12	Complete concrete finishing and site cleanup. All material and equipment off of right of way.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project complete
This is the last Weekly report on this project.

SIGNED Albert Lower OBEC LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8518

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
EF**87[illegible]-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County
Board of Commerce
Courthouse
Albany, OR 97321

Attention of Mr. Willis Grafe
Co. Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1729

Date May 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $38,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Sodom Ditch Bridge Section. This is an OFF SYSTEM project. Covered by agreement date 7/30/75 and numbered 6121 To be retained	29,800	$9,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 38,800

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 222-1070-297

Submitted by: Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved: George Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8518

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-192		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Linn
MODIFICATION NUMBER	5 2 77	Project Number OS-2200(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 21 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,675.00	$ 196,007.00
Federal funds	$ 15,346.00	$ 153,219.00
Other revisions		

This modification is made for the following reasons:

To add the construction contract to the project agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

[redacted] G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, May 11, 1977

Federal Aid Project
No. OS-2200(1)

SODOM DITCH BRIDGE SECTION
LINN-WEST COUNTY ROAD
LINN COUNTY

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 19,675.00

Type Code 6201
Roadway (Sta. 156 + 00 to Sta. 166 + 50)

Embankment in Place	3,200 Cu.Yd.	3.50	$ 11,200.00
Watering	70 M-gal	25.00	1,750.00
1"-0 Aggregate Base	1,230 Cu.Yd.	8.50	10,455.00
Class "C" Asphalt Concrete	550 Ton	19.00	10,450.00
30-Inch Culvert Pipe	12 Lin.Ft.	40.00	480.00
Guardrail, Type 2A	75 Lin.Ft.	13.00	975.00
Guardrail, Type 3	100 Lin.Ft.	22.00	2,200.00
Guardrail Anchors, Type 1	3 Each	250.00	750.00
Rail End Pieces, Type B	1 Each	60.00	60.00
Rail End Pieces, Type C	3 Each	140.00	420.00
Rail End Pieces, End Shoes	4 Each	75.00	300.00
Type 2 Fence	455 Lin.Ft.	3.50	1,592.50
20' Double Gates	1 Each	250.00	250.00
Extra for Asphalt Approaches	2 Each	100.00	200.00
Loose Riprap, Class 700	340 Cu.Yd.	16.00	5,440.00
			$ 46,522.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 100.00
Temporary Erosion Control	All Required	100.00
		$ 200.00
Subtotal		$ 46,722.50
Engineering (13-1/2%)		6,307.50
TOTAL		$ 53,030.00

Type Code X080
Sodom Ditch Bridge, Br. #12553A (Sta. 160 + 79 to Sta. 161 + 99)

Mobilization	All Required		$ 5,500.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	76 Sq.Ft.	6.00	456.00
Temporary Continous Rail Traffic Barrier, Reflectorized	50 Lin.Ft.	5.00	250.00
Flagmen	320 Hr.	16.00	5,120.00
Bridge Removal Work	All Required		6,000.00
Structure Excavation	75 Cu.Yd.	12.00	900.00
Furnish Pile Driving Equipment	All Required		3,500.00
Furnish 14-Inch Prestressed Concrete Piling	659 Lin.Ft.	9.25	6,095.75
Drive Prestressed Concrete Piles	615 Lin.Ft.	1.00	615.00
Structural Concrete, Class 3300 (100 cy)	All Required		17,500.00
4' x 35'/40' Prestressed Slabs	8 Each	1,450.00	11,600.00
4' x 80'/85' Prestressed Box Beams	8 Each	5,700.00	45,600.00
Reinforcement (12,500 lb)	All Required		4,500.00
	Subtotal		$108,636.75
	Engineering		14,665.25
	TOTAL		$123,302.00

Length of Roadway - - - - - - - - - - - - - 0.176 Mile

Length of Structure - - - - - - - - - - - - 0.023 Mile

TOTAL 0.199 Mile

Cost of Roadway per mile - - - - - - - - - $301,306.82

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 19,675.00	$ 15,346.00	$ 4,329.00
Roadway	53,030.00	41,464.00	11,566.00
Structure	123,302.00	96,409.00	26,893.00
TOTAL	$196,007.00	$153,219.00	$42,788.00

Group 1-100%

Contract No. 8518

Prefix 222-1070
Prefix 222-1942

SODOM DITCH BRIDGE

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 100.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-142	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE: Oregon COUNTY: Linn PROJECT NO.: 0S-2200(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approximately 4 miles N.W. of Brownsville

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-19-76	0.023
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 19,675	$ 15,346

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E. J. Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: G. L. Green

Date executed by Division Engineer MAR 21 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 11, 1977

Federal Aid Project
No. OS-2200(1)

SODOM DITCH BRIDGE

COUNTY ROAD IN LINN COUNTY

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$19,675.00
		$19,675.00

Length of Project - - - - - - 0.023 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 19,675.00	$ 15,346.00	$ 4,329.00
Retain In PS&E Structure	205,325.00	160,154.00	45,171.00
TOTAL	$225,000.00	$175,500.00	$49,500.00

Group 1-100%
Prefix 222-1942

Pro Rata 78.19%

8518

May 2, 1977

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attention Mr. Willis Grafe
County Engineer

Gentlemen:

On April 28, 1977 a satisfactory bid was received from Holst Construction Company, Oakridge, OR 97463 for the Sodom Ditch Bridge Section. This is an Off System project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$155,159.25
Permanent Pavement Striping	100.00
Temporary Erosion Control	100.00
State Responsibility for Damages	100.00
4-1/2% Contingencies	6,995.67
9% Engineering	13,991.33
ESTIMATED TOTAL COST	$176,446.25

County's Advance Deposit:

22% of $176,446.25 = $38,818.18, or say $38,800.00.

Please make your check in the amount of $38,800.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P. O. Box 30, Salem, OR 97310, prior to May 27, 1977.

Very truly yours,

for Robert H. Prange
Local Projects Manager
Local Government Programs Unit

HR:ljt

bc w/att: Phil Stearns--Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-282 and submit to Finance Branch.

NOTED
...INOR C. HOLMES

8518

Salem, Oregon
April 18, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 28 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened April 28 on the following projects:

1. NE 3rd Avenue, N Locust, N Knott, N Juniper Sts (Canby), Clackamas County
   Grading and Paving

   Withdrawn

2. Fat Elk Creek-Pulaski Creek
   Coquille-Bandon Highway, Coos County
   Grading, Paving and Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
   2.4-metre paved shoulders are provided.

3. Umpqua River Bridge
   Umpqua Highway, Douglas County
   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Frenchglen Hwy-Diamond Maintenance Station
   FAS B472 (Old Diamond Hwy), Harney County
   Oiling

   Same as No. 2.
   4-foot gravel shoulders are provided.

5. Lake Abert Rock Production
   Lake County

   Same as No. 3.

6. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Painting

   Same as No. 3.

7. Oregon Coast Hwy at NE 20th St (Newport)
   Lincoln County
   Traffic Signal Installation

   Same as No. 3.

8. Scio (N Beech Street)(Street Improvement Only)
   Linn County
   Grading, Paving and Drainage

   Same as No. 2.
   5-foot sidewalks exist.

9. Sodom Ditch Bridge
   Linn-West County Road, Linn County
   Grading, Paving and Structure

   Grading and paving incidental to structure.
   30-foot roadway provided on structure.

10. South Banfield Interchange
    East Portland Freeway, Multnomah County
    Grading, Paving and Structures

    Bikeway facilities to be constructed in this area on future contract.

11. NE Marine Drive
    East Portland Freeway, Multnomah County
    Grading and Paving

    Parallel bikeway facilities to be constructed on future contract.

12. Milton Ditch-Walla Walla River (Milton-Freewater)
FAS B568 (SE 15th Avenue), Umatilla County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

13. Fifteenmile Creek Bridge
FAS 310, Wasco County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

14. SW Baseline Street at W Main Street (Hillsboro)
Tualatin Valley Highway, Washington County
Grading, Paving and Signals

Same as No. 3.
Grading and paving incidental to signals.

15. Mary S. Young-Bolton School Bikeway
Oswego Highway, Clackamas County
Grading, Paving and Bikeway

Bikeway project.

16. Pacific Highway East at Chemawa Road
Marion County
Traffic Signal Installation

Same as No. 3.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
George Hopkins

851.8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-6-77

FEDERAL AID PROJECT NO. OS-2200(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-15

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
Swan
FOR

Info	Lnwes	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-19-76	4-6-77	Non Federal-aid	County Road

GENERAL LOCATION:
"Sodom Ditch Bridge"

GENERAL DESCRIPTION OF WORK:
One structure (Code X080 Miles 0.023)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 4, 1977, letter, I accept the certification of Mr. H. Brainerd dated 3-29-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	E. W. Block	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Section Sodom Ditch Bridge — Programming Estimate $ _____

Highway Linn-West Co. Road — Project Length 0.70 mi.

County Linn — Completion Time 5-15-1977

Kind of Work Grading, Surfacing & Structures

Prefix 322-1942 — FA Project No. 05-2200 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP	DATE: 3/30/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 2
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Phil Stearns — FROM: Local Prog.

COMMENTS:
Please inform the County.

FORM 81-734-3100 (REV. 9-76) SP 1 35562-734

tract Amount $ 162,194

100
100
100

$ 300

$ 162,494
Contingencies (4-1/2%) 7,312 23
Engineering (%) 14,624 46
SUBTOTAL $
Credit for _____ . . . . . _____
Estimated Net Authorization, Construction . . . . . $ 184,430 69

APPROVED

_____
Road Design Engineer

18,1.77
184,430.69
204,105.69

Co. 2nd 300
Fed 100
300 Yet Available

Section Sodom Ditch Bridge — Programming Estimate $ _____

Highway Linn-West Co. Road — Project Length 0.70 mi

County Linn — Completion Time Sept 30, 1977

Kind of Work Grading, Paving & Structures

Prefix 322-1942 — FA Project No. 05-2200 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 162,194
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	100	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Install Water Meter		$ 300
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages	100	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 162,494
Contingencies (4-1/2%)		7,312.23
Engineering (%)		14,624.46
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 184,430.69

APPROVED

_____
Road Design Engineer

Prog'd P.E. 19,675
184,430.69
204,105.69

Req. by Co. 225,000
204,105
20,894 - Yet Available

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 3-24-77

Section Sadom Ditch Bridge
County Linn
Kind Of Work Grading Paving & Structure Length 0.20 mile Name Galloway

3-30-77-BS

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(6%)	9200-
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		440 00
3	Temporary Signs		Sq Ft	76	6 50	494 00
4	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	50	6 00	300-
5	Flagmen		Hour	320	17 00	5,440-
	ROAD WORK					
6	Embankment In Place		Cu Yd	3200	4 00	12,800-
7	Watering		M-Gal	70	8 00	560-
8	1"-0 Aggregate Base		Cu Yd	1230	6 50	7995-
9	Class "C" Asphalt Concrete		Ton	550	20 00	11,000-
10	30-inch Culvert Pipe		Lin Ft	12	29 50	354-
11	Guard Rail, Type 2A		Lin Ft	75	10 00	750-
12	Guard Rail, Type 3		Lin Ft	100	16 00	1600-
13	Guard Rail Anchors, Type 1		Each	3	250 00	750-
14	Rail End Recos, Type B		Each	1	75 00	75-
15	Rail End Recos, Type C		Each	3	125 00	375-
16	Rail End Recos, End Shoes		Each	4	60 00	240-
17	Type 2 Fence		Lin Ft	455	3 00	1365-
18	20' Double Gates		Each	1	500 00	500-

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section Sodom Ditch Bridge

County

Kind Of Work Grading, Paving & Structure

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	Extra For Asphalt Approaches		Each	2	100 00	200 -
20	Loose Riprap, Class 700		Cu. Yd.	340	15 00	5100 -
						59,538 -

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date

Section Sachs Ditch County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All		5500
	Structure Excavation		Cu Yd	75	16.50	1,237.50
	Furnish Pile Driving Equipment		All	All		4400
	Furnish 14-inch Prestressed Concrete Piling		Lin Ft	659	11.-	7249
	Drive Prestressed Concrete Piles		Lin Ft	615	3.30	2,029.50
	Structural Concrete, Class 3300 (100 cy @ 181.50)		All	All		18,150
	9'x 35'/40' Prestressed Slabs		Each	8	1,433	11,440 -
	4'x 80'/85' Prestressed Box Beams		Each	8	6050	48,400 -
	Reinforcement (12,500 lb @ 0.34)		Lb	All		4250
				Struct St		102,656
				Rdwk St		59,538
						162,194

8518

Linn

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/25/77
Donald L Rust

All Clear Deadline 4-28-77 Bid Letting

SECTION Sodom Ditch Bridge
Highway Linn West Road
County Linn Region
Type of Work Str. Funds 05
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X				X	
Negative Declaration	X				X	
Project Assessment		X			X	No apparent problems
Write-off Letter	X				X	
PERMITS:						
Division of State Lands	X				X	
D.O.G.M.I.	X				X	
Corps of Engineers	X				X	
Coast Guard	X				X	
Co. Conditional Use	X				X	
NPS Air Pollution	X				X	
NPS Water Pollution	X				X	
CULTURAL:						
Cultural Survey	X				X	
Cultural Salvage	X				X	
NOISE:						
Noise Study	X				X	

05

222-1942

Into
Investigate
R/D
Action
File
Letter
See me

FOR

FORM E-3C (REV. 10-59)

REFER TO

12-2-77

HIGHWAY ENGINEER

REGION 2 ENGINEER
RECEIVED
MAR 18 1977
GEO RSO ROC RTE RME ROE ULE GEO RSO ROC RFE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
March 17, 1977

To: John W. Sheldrake
Region II Engineer

SUBJECT: Preliminary Drawings
Sodom Ditch Bridge
Linn-West Road
Linn County

I have reviewed the subject drawings with Linn County Engineer and the bridge designer, Mr. Dale Carter of Oregon Bridge Engineering.

My only question is whether Class 100 riprap could be used in lieu of Class 700. A smaller size could be used if our specifications provided a classification approximately midway between class 100 and class 700. Linn County concurs that money might be saved if a smaller size was specified, say 300 or 400.

No other detail of concern was noted.

cc Don Harwell
Jake Martin

J. M. Martin
Resident Engineer

NOTED
MANOR C. HOLMES

3-21-77
(a

cc Duane Christenson — Apparently Consultant plans orig specified Class 400. Hydraulics could live w/this. Possibly minor savings. Matter brought up by Martin only because of your request to review plans. Region doesn't want to make an issue of this; therefor plans can stand as prepared unless you see no objection to reverting to Consultants orig plans.

H. Kramer

HA: FILE

HA

B

8518

OS

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Sodom Ditch Bridge

Highway: Linn West Road (OS)

County: Linn

Prefix:

Res. Engr:

Date March 10, 1977

Ten Year
Traffic Coefficient 5.5

18 kip s.a. per day 4.0

R value 9

Frost Penetration - - - -

CBE Total Requirement 17.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.W.S.	4.0"
2.0"	A.C.B.	4.0"
10.0"	A.B.	10.0"
14.0"		18.0"

PROJECT MANAGEMENT
MAR 11 '77
REFER TO:
FOR
Take | Investigate | R/D | Action | File | Letter | See me

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
[redacted]
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

HW-FREO

NOTED
M. NOR C. HOLMES

8518

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: March 10, 1977

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Sodom Ditch (Linn-West Road) Bridge Section
Linn County
Off-System Project
OS-2200(1)

The approved programming for this project included a 32-foot roadway and a 5-foot sidewalk.

We are now requesting that the programming be changed to a 30-foot roadway and no sidewalk. This is at the request of the county. The 30-foot roadway is an acceptable standard and the county feels that the sidewalk is not desirable because of the remoteness of the project.

RHP/HR:sch

C.C. D.E. Swan
J.H. Versteeg

81-125-1387

8518

3-7-77

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-2200(1)
Project Name Sodom Ditch (Linn West Rd.) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

PROJECT MANAGEMENT
MAR 15 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 9 day of March, 1977

County of Linn

Vernon Schrock
County ~~Judge~~/Chairman

Mary Keenan
Commissioner

Commissioner

c.c. J.B. Boyd
DE Swan
Jim Chidsey
C.T. Keasey

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8518

bc w/att: Phil Stearns
Glen Clark
Roger Lang
Al Driver

March 4, 1977

Mr. W. A. Palmeteer
Oregon Bridge Engineering Company
P. O. Box 72
Springfield, Oregon 97477

Dear Wally:

We have reviewed the ten items discussed in your letter February 7, 1977, and offer our comments on each.

File this (X-ref'd to all letters)

1. Sodom Ditch Bridge - Off-System Project - Linn County. If you have not done so, please send us Corps of Engineers and State Land Board approvals. Your final plans and special provisions were not received in time to meet the March 24 letting date. PS&E is being prepared for the April 28 bid letting. The deadline for the March letting was January 7, and your final plans were received January 27.

2. Gazley Bridge - Off-System - Douglas County. We need copies of Corps of Engineers and State Land Board approvals. In order to make the May 26 letting, final plans and specifications must be in Salem by March 11, or April 8 for the June 23 letting.

FAS 227

3. Long Tom River Bridge - FAS-C - Lane County. Consultant agreement was approved and sent from this office February 10, 1977. We received the consultant agreement December 15, 1975 with the understanding that Lane County was to finance preliminary engineering without federal aid. Therefore, it was not necessary to get FHWA approval of the consultant agreement for you to begin and perform all necessary preliminary engineering through final design. If Corps of Engineers and State Land Board permits are not required, we will need some documentation as to why they are not required. Final drawings and specifications should have been here by February 11 to get on the April 28 bid letting, and must be in Salem by March 11 to meet the May 26 letting.

FAS 228

4. Parsons Creek Bridge - FAS-C - Lane County. Approval of consultant agreement by FHWA was not a requirement to begin preliminary engineering, since all preliminary engineering costs are being financed by Lane County without federal participation. Please send documentation stating why Corps of Engineers and State Land Board permits are not required. In order to meet the May 26 bid letting date, final drawings and specifications must be in Salem by March 11.

NOTED
MANNOR C. HOLMES

FAS A-727

5. Nehalem River (CCC) Bridge - FAS-C - Tillamook County. Even though the consultant agreement was submitted April 22, 1975, the project could not be funded and was not approved until October 28, 1976. The agreement has been approved by OSHD, but will not be approved by FHWA until the assessment has been cleared. The assessment is presently being rewritten with a recommendation that a Negative Declaration be drawn up, in which case a public hearing will have to be offered. If you are doing preliminary engineering and design work prior to FHWA approval the county should be aware that such work is at the county's sole expense and only engineering work done after FHWA approval is federally reimbursable.

FAS 777
(20-502)

6. Muddy Creek (Coberg Rd., N.) Bridge - FAS-C - Lane County. Because of your contract with Lane County, it was not necessary for FHWA approval of the consultant agreement to begin preliminary engineering. We need a copy of the State Land Board permit and a copy of the Corps of Engineers' letter. The assessment has been revised and approved by FHWA. In order for the project to go on the May 26 letting, final plans and specifications must be in Salem by March 11.

FAS 230

7. Dexter Reservoir Bridges - FAS-C - Lane County. Because of your engineering contract with Lane County, it is not necessary for FHWA approval of the consultant agreement to begin preliminary engineering. You indicated that the project has been reduced to one bridge. Does that mean only one bridge will be built, or will they be constructed one at a time under two different contracts? Will the consultant agreement be revised? Final plans and specifications must be in Salem eleven weeks before the bid letting date.

8. Glenwood Connector - FAUS - Lane County. We are awaiting preliminary plans and P.U.C. hearing results. Final plans and specifications must be in Salem eleven weeks before the bid letting date.

9. Harrison Street Bridge - FAU - Cottage Grove. Project application received and is being processed for March 24, 1977 Commission approval.

10. Second Avenue Viaduct - SBR - LaGrande. Consultant agreement and preliminary engineering program sent to FHWA March 2, 1977. As soon as approval is received, preliminary engineering can begin. Any work done prior to FHWA approval is not reimbursable.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Local Government Programs Unit

GNH/RHP:sch

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

February 7, 1977

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
FEB - 8 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Harold Reynoldson
Rural Program Engineer
County & City Section
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

1. SODOM DITCH SECTION FOR LINN COUNTY - OFF SYSTEM

Consultants Agreement approved. Corps of Engineers and State Land Board approvals received. Drawings and special provisions of specifications sent to Salem. All preliminary engineering work completed. Letting scheduled for March 24, 1977.

Scheduled for 4-28-76 Rec. Jan. 27,

2. GAZLEY BRIDGE SECTION FOR DOUGLAS COUNTY - OFF SYSTEM

Consultants Agreement, Corps of Engineers approval, and State Land Board approvals received. Final drawings have been submitted and returned for minor corrections. Final drawings and rough draft specifications should be mailed to OSHD late next week. Our proposed letting date is June 23, 1977, also we would agree to May 26, 1977.

3. LONG TOM RIVER SECTION OF HIGH PASS ROAD FOR LANE COUNTY - FAS-C

Agree. has been sent to CBE

No Consultants Agreement for Preliminary engineering or Field Engineering (we gave up after 13-1/2 Months waiting). Corps of Engineers and State Land Board permits not required. Final design approved by County and OSHD. Rough draft specifications and final drawings should be submitted in late February. Proposed letting date is April 28, 1977 or May 26, 1977, as second choice. Would prefer a late September date if earlier dates not feasible.

4. PARSONS CREEK BRIDGE ON MARCOLA ROAD FOR LANE COUNTY - FAS-C

Consultants Agreement for construction engineering submitted in February 1976, and received today. State Land Board Permit not required. Corps of Engineers letter June 24, 1976, indicates permit not necessary. Final design drawings will be submitted the first week in March with rough draft specifications. Proposed bid date is May 26, 1977.

5. CCC AND LOST CREEK SECTION OVER NEHALEM FOR TILLAMOOK COUNTY FAS-C

Consultants Agreement for preliminary engineering and construction engineering submitted April 22, 1975, revised May 23, 1975, and revised October 27, 1976, OSHD approval not received. State Land Board permit received. Corps of Engineers permit sent August 10, 1976, and no word received. OSHD (Phil Stearns) reports project assessment submitted on April 22, 1975, has now been rejected by FHWA. Expect authorization to proceed sometime in 1977. Meanwhile design and alignment tacitly approved by OSHD on November 23, 1976. Final drawings and rough draft specifications will be completed in March 1977. Letting date planned for June 23, 1977.

6. COBURG ROAD NORTH - MUDDY CREEK SECTION FOR LANE COUNTY - FAS-C

Consultants Agreement for construction engineering submitted May 1975, approved on December 20, 1976. State Land Board permit received June 30, 1976. Corps of Engineers permit not required by letter of June 28, 1976. We have no knowledge if an additional project assessment has been required or approved. We plan on final drawings and rough draft specifications to be ready for scheduled OSHD letting of May 26, 1977 or June 23, 1977, at the very latest.

7. DEXTER LAKE BRIDGES FOR LANE COUNTY - FAS-C

Consultants Agreement submitted and approval pending. No other permits applied for as of this date. Preliminary designs approved by Lane County. Project has been reduced to include only construction of the Southernly structure nearest Highway 58. Designs are not far enough along to predict possible construction phase.

8. GLENWOOD CONNECTOR FOR LANE COUNTY - FAU

Design and construction engineering by Lane County. Preliminary plans approved by Lane County, effected property owners, and Southern Pacific Railroad. Will be moving towards a preliminary PUC hearing in the very near future. Possible construction in late fall, 1977.

Application is in

9. HARRISON STREET BRIDGE SECTION FOR CITY OF COTTAGE GROVE - FAU

Design and construction engineering not a part of Federal funding. Corps of Engineers permit being applied for currently. City has applied for current FAU funds allocated to this project. Tentative plans are for construction in late Fall this year.

Survey Project at this time. Consult Agree. with base waiting for A-95 - should be back Feb 24-25 then program and agreement to FHWA for approval

10. 2ND AVENUE VIADUCT FOR CITY OF LA GRANDE - ~~FAS-C~~ SBR.

Engineering agreement submitted in December and early approval promised by State. City of La Grande preparing documents for preliminary PUC hearing with Union Pacific Railroad and effected parties. Early approval of preliminary plans by PUC and OSHD could mean going to bid in November 1977 or early 1978.

W. A. Palmateer
General Manager

WAP:seb
enclosure

cc: Al Driver
George Price

8514

OSR

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

September 27, 1976

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Oregon Bridge Engineering Co.
223 North "A"
Springfield, Oregon 97477

ATTN: R. Dale Carter
Project Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 28 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ DE
☑ DPE ☐ CE ☑ RE ☑ RPE ☐

Dear Mr. Carter:

Subject: Hydraulic and Preliminary Reports
Sodom Ditch Project
Linn County
M.R. #26, Bridge No. 12553

Your hydraulic and preliminary reports for the subject project have been reviewed. We concur with the recommendation to proceed with final design under Alternate B. A pre-design meeting will not be necessary before proceeding with final design.

Some consideration should be given to ripraping slopes disturbed by construction as well as newly constructed fill slopes that might be subjected to flowing waters at flood stage. A Corps of Engineers permit would be required for any riprap placed on the stream bank.

Thank you for the opportunity to review this data.

Very truly yours,

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
cc: Walt Hart
Don Harwell
Dick Lenz
Jack Martin

8518

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County
Board Of Commissioners
Courthouse

Albany, Oregon 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1632

Date September 20, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance deposit $ 4,330.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the P.E. Sodom Ditch (Linn West Road) Bridge. (OFF SYSTEM PROJECT)		
		Covered by agreement dated July 30, 1975.		3,830.00
		To be retained		500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 4,330.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

222-1942-297

Submitted by:

H. Reynolds
H. Reynolds

Approved:

Division Engineer

Approved:

G. N. Hopkins
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OSR

8518

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 222-1942

September 14, 1976

Salem, Oregon

ORIGINAL SIGNED BY

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: Walt Hart
BRIDGE ENGINEER

SUBJECT: Hydraulic and Preliminary Reports
Sodom Ditch Project
Linn County M.R. #26
Bridge No. 12553

Attached hereto are two copies of the hydraulic and preliminary reports for the subject project. These have been reviewed by Linn County Engineer Willis Grafe. He concurs with them.

This office has made a cursory review. It is respectfully requested your office do the same with both the hydraulic and preliminary reports and advise this office of your findings. Also attached is a copy of our letter of acknowledgement to Oregon Bridge Engineering Company.

GWW/dea
Attach.
cc: Dick Lenz
Don Harwell
Jack Martin

RECEIVED
COUNTY & CITY SECTION
SEP 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

222-1942

Robert Straub
XXXXXXXXXX

September 14, 1976

Oregon Bridge Engineering Co.
223 North "A"
Springfield, Oregon 97477

ATTN: R. Dale Carter
Project Engineer

Dear Mr. Carter:

Subject: Hydraulic and Preliminary Reports
Sodom Ditch Project
Linn County M.R. #26
Bridge No. 12553

Receipt is acknowledged of your hydraulic and preliminary reports for the subject project. These have been reviewed in a preliminary manner by this office and forwarded to the Bridge Office for conclusion of the review. You will be advised as soon as this has been completed. Thank you for the prompt submittal of this information.

Very truly yours,

Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/dea
bcc: Walt Hart
Don Harwell
Dick Lenz
Jack Martin

8518

222-1942

OSK
Linn Co

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1976

W. A. Palmateer
General Manager
Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, OR 97477

Dear Mr. Palmateer:

This is to acknowledge receipt of your letter regarding a Corps of Engineers 404 permit for the Sodom Ditch Bridge project.

I have discussed the matter with Don Keyes, Liaison Engineer in our Location Section, and reviewed our requirements for obtaining permits. It appears your procedure will fulfill our requirements. Your letter will be included with the project data.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien
R. W. Ellison
Don Keyes

RECEIVED
COUNTY & CITY SECTION
JUL 1
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
JUL 16 76
REFER TO
FOR
Info Investigate R/D Action File

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

July 7, 1976

REGION 2 ENGINEER
RECEIVED
JUL 9 1976
RE | RCE | AME | RTE | RDE
DE | GEO | RSO | RUC | TFE

Mr. Phillip O. Stearns
Federal Aid Engineer
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Re: Sodom Ditch Bridge
Linn County O.S.

We recently submitted Corps of Engineers 404 permits and drawings for Little River Bridge in Douglas County, Silk Creek Bridge in Lane County, Long Tom River, Parson's Creek and Muddy Creek all FAS-C Bridges in Lane County and have received letters from F. R. Brockschink, Chief, Regulatory Functions Branch, that in all these cases no permit was necessary.

Since the proposed design of Sodom Ditch Bridge is similiar to the above structures, and since no dredging or fills within the meaning of the Water Pollution Control Act of 1972 will be required, then a Dept of the Army permit is not necessary for this project.

Since it is a costly and time consuming procedure to initiate these requests, we believe it within the scope of our work to state that in our professional judgement the proposed structure over Sodom Ditch will not require a Corps of Engineers 404 Permit and none will be requested.

Please feel free to contact me if you have doubts regarding this procedure.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb

cc: Robert W. Ellison

RECEIVED
COUNTY & CITY SECTION
JUL 12 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8518

LEG 7-4-7
(Linn Co.)

CSR
Linn Co

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 22, 1976

Willis R. Grafe
LINN COUNTY ENGINEER
3010 Ferry Street
Albany, OR 97321

Dear Mr. Grafe:

The Highway Division has received Linn County's advance deposit in the amount of $4,330 which is County's share of preliminary engineering for the Sodom Bridge project.

In accordance with the project agreement you may advise your consultant to proceed with preliminary engineering.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
APR 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

PROJECT MANAGEMENT
APR 23 '76
REFER TO
Info | Investigate | R/D | Action | File | Letter | Sign File

9518

OSR
Linn Co

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 7, 1976

Neal Michael
Acting County Engineer
3010 Ferry Street
Albany, OR 97321

Dear Mr. Michael:

This is to advise you the Highway Division has received authorization from the Federal Highway Administration for the Sodom Ditch Bridge project.

In accordance with the construction-finance agreement, paragraph 4, under THINGS TO BE DONE BY LOCAL AGENCY, please submit an advance deposit in the amount of $4,330, County's share of preliminary design. Upon receipt of the advance deposit, you will be notified to advise your consultant to proceed with preliminary engineering.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien
Oregon Bridge

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT
APR 13 '76
REFER TO:
FOR
Info ✓ | Investigate | R/D | Action | File | Letter | See me

8518

OSR - Linn

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-2200(1)

STATE PROJECT NO.
Sodom Ditch Bridge

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
3-19-76

ITEM NO.
OS-15

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/19/76	3/19/76	Non-Federal-aid
		STATE ROUTE NUMBER
		County Road

GENERAL LOCATION:
County Road approximately 4 miles NW of Brownsville

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $19,675 Federal funds $15,346 subject to the provisions of my 3/19/76 letter regarding preparation of Hydraulic Report required by FHWA Regulations.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My approval memorandum of 3/19/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/22/76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the abbve project at a total estimated cost of $205,325, Federal funds $160,154 in accordance with the procedures of your approved Secondary Road Plan.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/19/76	D. K. Hansen	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—531-855

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/19/76

BY (Signature): L.W. Rulien's 1/22/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		Location	Work
15	OS-2200(1)	0.023	225,000	175,500	Sodom Ditch Bridge Linn County State of Oregon	Preliminary Engineering and one structure

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ CGOR ☐ LE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/19/76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

KEY TRANSACTION NO.

SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 22, 1976

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE
1	Co. Rd., Approx. 4 mi. N.W. of Brownsville	ADT	DHV 35 290	450	96	10	Oregon	41	627

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST
P.E., One bridge								OS-	2200	(1)	

CLASS OF FEDERAL FUNDS: (Section 219) Off System Roads

COUNTY NAME: Linn — CODE: 043

NAME OF URBAN AREA: ----

ROUTE NO. — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: ----

PROGRAM: ☐ 1 OR

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED (Full description)
(1418)	(10)	41	42	43 46	53	Co. Rd., approximately 4 mi. N.W. of Brownsville.	(54) (58)	(59) (66)	(67) (76)			P.E. all pha const. reinf bridge (L-12 move existin Gr., pave. a & guardrail.
				PE			0.023	19,675	15,346	----	4,329 (Co.)	
				ROW								(County to p maintain det const. roadw approaches & guardrail.)
				CONST (CODE) X080		"Sodom Ditch Bridge"	0.023	205,325	160,154	----	45,171 (Co.)	ROW - 60' n Access contr Parking rest none.
							0.023	225,000	175,500	----	49,500 (Co.)	

RECEIVED COUNTY & CITY SECTION MAR 26 1976 ☐ ENGR. ☐ COOR. ☐ AE ☐ UE ☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CODE 1	PREPARED BY	PROJECT TOTALS	(16)	(22)	(24)	(32)	REMARKS
14	CL						

PROGRAM APPROVAL DATES

MAR 19 1976

FHWA OREGON DIVISION

-Over

SODOM DITCH BRIDGE

PROJECT NO. OS-2200(1)

Existing Facility: 117-foot composite steel beam and pile trestle bridge (#A12553) with a 20-foot roadway.

Adjacent Sections: Two 11-foot A.C. travel lanes with 4-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Remove existing bridge and construct, on existing alignment, a reinforced concrete bridge 120 feet in length having a horizontal clearance of 38 feet and furnish and stockpile guardrail. County will provide and maintain detour, construct roadway approaches, place riprap and install guardrail.

Note: Preliminary and construction engineering will be accomplished by the consultant engineering firm of Oregon Bridge Engineering Co. with review and contracting by State forces.

Additional Right of Way: None required.

Exceptions to Minimum Design Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 27, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Ca 3 Project).
(b) Location/Design--Not a factor in the development of this pr

Route Data: This is a farm-to-market road, school bus and mail ro

Note: This project is in Congressional District No. 4.

FORM 22-15

8518

OSR
Linn Co

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

3-19-76

Project Name Sodom Ditch Bridge

Highway Linn West Road F.A. Rt. No. Off-System

Project No. 05-2200(1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by _____ County-City of _____

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category 3 Non-Major

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☐	☒

Anticipated Date of Hearing —

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		4-1-76	
Preliminary Design		5-1-76	
Design Approval		6-1-76	
Final Design		7-16-76	
P.S. & E. Approval		8-20-76	

RECEIVED
COUNTY & CITY SECTION
MAR 23 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Remarks: _____

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 3-19-76

8518

OSR
Linn Co

Box 300
Salem OR 97308
March 19, 1976

Oregon Project OS-2200(1)
Sodom Ditch Bridge
Linn County

1041EC.3

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer

The Consultant Agreement with Oregon Bridge Engineering Company, submitted with program documents by Mr. Rulien's January 22 letter, is approved with the understanding that the work under the preliminary phase includes the preparation of the Hydraulic Report required by regulations.

My letter of approval to advance this project has been issued with an effective date of March 19, 1976.

Original signed by
GLEN W. GRAY
Financial Manager

G. L. Green

cc:
OSHD (Rulien)
OSHD (Laux)
OSHD (County/City)

PE. Advance Deposit
$ 4330.00

Prange

RECEIVED
COUNTY & CITY SECTION
MAR 22 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

HOLD

8518

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL MICHAEL
Acting County Engineer

DEL BURKHART
Roadmaster

REGION 2 ENGINEER
RECEIVED
MAR 05 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RPE

March 4, 1976

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Re: Sodom Ditch Bridge
C. R. #26 "Off System"

Dear Phil:

Reference is made to the meeting held February 24, 1976, regarding final approval of the above project.

Linn County requests the following amendments to Section II, Item No. 7, (concerning sidewalk for structure) of application submitted June 19, 1975. In addition, please review supporting information pertaining to grade change for proposed structure and project priority.

A. Linn County will concur with department's suggestion concerning removal of sidewalk originally proposed. County requests minimum structure width be 32 feet wide, including curbs.

B. Linn County opposes department's proposal to recommend structure replacement at existing grade. County requests that this decision be made after hydraulic analysis is submitted on the impact structure will have at existing elevation on the flood plain.

C. Department requests confirmation of Sodom Bridge as priority project for Linn County. As applied for in June, 1975, and authorized by Linn County Board of Commissioners, Sodom Bridge is the priority project selected for "off system".

In addition to the above I have contacted Oregon Bridge Engineering, Linn County's consulting engineer for the project, and have been advised that any savings in design concept that allows a decrease in project costs will be reflected to the State and FHWA in lower bid prices and construction engineering costs. Linn County concurs with this suggestion and requests preliminary engineering figure and estimated project costs remain unchanged.

Sincerely,

Neal D. Michael
Acting Linn County Engineer

NDM:bms

Form 12-75

OSR

Linn Co.

8518

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

2-24-76

Project Name Sodom Ditch Bridge

Highway Linn West Road F.A. Rt. No. Off-System

Project No. 05-2200(1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by _____ County-City of _____

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category 3 Non-Major Hearing Req'd - Corridor Yes [ ] No [X]
Corridor/Design [ ] [X]
Anticipated Date of Hearing —

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		4-1-76	
Preliminary Design		5-1-76	
Design Approval		6-1-76	
Final Design		7-16-76	
P.S. & E. Approval		8-20-76	

RECEIVED
COUNTY & CITY SECTION
FEB 26 1976
ENGR. COOR. CE AE UE
UPE CE RE RPE

Remarks: _____

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 2-24-76

8518

45

~~PRO 6-2~~

January 22, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-2200(1)

We are submitting program data for one project, Item No. 15, Project No. OS-2200(1), "Sodom Ditch Bridge", which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $19,675 with obligation of $15,345 in Federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $205,325 with obligation of $160,154 in Federal funds.

Enclosed for your files is one copy of the Consultant Engineering Agreement between Linn County and Oregon Bridge Engineering Company.

CL:md

Encl.

cc: C. O. Fredrickson (Region 2)

NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 22, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 4 mi. N.W. of Brownsville		DHV 35 290	450	96	10	Oregon	41	627	15

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								OS-	2200	(1)		

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 219) Off System Roads	Linn	043	[ ] 1 OR [X] 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----		Non	Co. Rd.	----

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd., approximately 4 mi. N.W. of Brownsville.	0.023	19,675	15,346	----	4,329 (Co.)	P.E. all phases; const. reinf. conc. bridge (L-120') remove existing str., Gr., pave. approaches & guardrail.
	ROW								(County to provide & maintain detour, const. roadway approaches & install guardrail.)
	CONST (CODE) X080		"Sodom Ditch Bridge"	0.023	205,325	160,154	----	45,171 (Co.)	ROW - 60' normal; Access control-none; Parking restrictions-none.
			PROJECT TOTALS	0.023	225,000	175,500	----	49,500 (Co.)	

PARED BY CL

GRAM APPROVAL DATES

REMARKS

-Over-

PROJECT TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 22, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx. 4 mi. N.W. of Brownsville	ADT	PRESENT: DHV 35 / 290	FUTURE: 450	YEAR: 96	REGION: 10	STATE NAME: Oregon	STATE CODE: 4		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., One bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): OS-	NUMBER: 2200	SEQ.: (1
CARD 4	CLASS OF FEDERAL FUNDS: (Section 219) Off System Roads						COUNTY NAME: Linn		CODE: 043		
	NAME OF URBAN AREA: ----						ROUTE NO.	FEDERAL-AID: Non	STATE: Co. Rd.	U.S.: ----	

CARD 5 LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1						Co. Rd., approximately 4 mi. N.W. of Brownsville.						P.E. cons bri mov Gr. & g
5				PE			0.023	19,675	15,346	----	4,329 (Co.)	
5				ROW								(Co ma i con app gua
5				CONST (CODE) X080		"Sodom Ditch Bridge"	0.023	205,325	160,154	----	45,171 (Co.)	ROW Acq Par non
						PROJECT TOTALS	0.023	225,000	175,500	----	49,500 (Co.)	

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

REMARKS

SODOM DITCH BRIDGE

PROJECT NO. OS-2200(1)

Existing Facility: 117-foot composite steel beam and pile trestle bridge (#A12553) with a 20-foot roadway.

Adjacent Sections: Two 11-foot A.C. travel lanes with 4-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Remove existing bridge and construct, on existing alignment, a reinforced concrete bridge 120 feet in length having a horizontal clearance of 38 feet and furnish and stockpile guardrail. County will provide and maintain detour, construct roadway approaches, place riprap and install guardrail.

Note: Preliminary and construction engineering will be accomplished by the consultant engineering firm of Oregon Bridge Engineering Co. with review and contracting by State forces.

Additional Right of Way: None required.

Exceptions to Minimum Design Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 27, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action
3 Project).
(b) Location/Design--Not a factor in the development o

Route Data: This is a farm-to-market road, school bus an

Note: This project is in Congressional District No. 4.

SODOM DITCH BRIDGE

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riprap and install guardrail.
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review and contracting by State forces.

ight of Way: None required.

Minimum Design Standards: None.

n, Airports, Railroads, Water Developments, Historical and
al Areas: None involved.

equirements: Nonmajor action project concurred in by FHWA
27, 1975.

equirements: Exempt from State Clearinghouse and District 4
use A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Note: This project is in Congressional District No. 4.

Form 12-75

8518

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

RECEIVED
COUNTY & CITY SECTION
JAN 26 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

MONTHLY PRELIMINARY ENGINEERING REPORT

1-21-76

Project Name Sodom Ditch Bridge

Highway Linn West Road F.A. Rt. No. Off-System

Project No. 05-2200(1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by _____ County-City of _____

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category 3 Non-Major

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☐	☒

Anticipated Date of Hearing —

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		3-1-76	
Preliminary Design		5-1-76	
Design Approval		6-1-76	
Final Design		7-16-76	
P.S. & E. Approval		8-20-76	

Remarks: _____

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 1-21-76

8518

OSR Linn Co

Yellow Copy

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

January 6, 1976

FROM: Robert W. Prange
Rural Engineer

SUBJECT: OSR Program Request

Project #OS-2200(1)
Off-System Project

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Linn Section: Sodom Ditch (Linn West Rd.) Bridge

Termini: Approximately 4 miles northwest of the City of Brownsville

Proposed Work: All phases of preliminary engineering and structure

Project Length: Approximately 120 feet

Costs:		Total	Federal	County
P.E.	Consultant	$ 13,975	$ 10,900	$ 3,075
	State	5,700	4,446	1,254
Construction		205,325	160,154	45,171

1329

Existing Facilities: Bridge #A12553 is 117 feet long, having one 19-foot pile trestle, one 57-foot steel "I" beam, two 19-foot pile trestle spans, with a 20-foot roadway

2 copies of Const. agreement to Linn 11-21-76

Adjacent Section: North End:
--Two 11-foot A.C. travel lanes and 4-foot gravel
South End: shoulders

Project Data: All phases of preliminary engineering
Construct a reinforced concrete bridge 120 feet long with a 38-foot roadway at the existing location. Contractor will also remove and dispose of the existing bridge, and furnish and stock pile the guardrail for the approaches.

5' sidewalk

Utility companies are to move their facilities

State to do the foundation testing.
County will close roads during construction and will maintain existing roads as the detour, construct the approacnes and connections, install the guardrail and place riprap.

Engineering is to be done by a consulting firm (Oregon Bridge Engineering Company)

Right-of-Way: 60 feet Access Control: None

Railroad Crossing: None

Minimum Design Standards: Minimum standards or greater

System Action: None - Off-System

Route Data: This is a farm to market road and is a school bus and mail route

Public Hearing: Not required

Environmental Assessment: 9/4/75

Park and Recreation Area Affected: No - none in area

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved: Not required

Council of Governments:

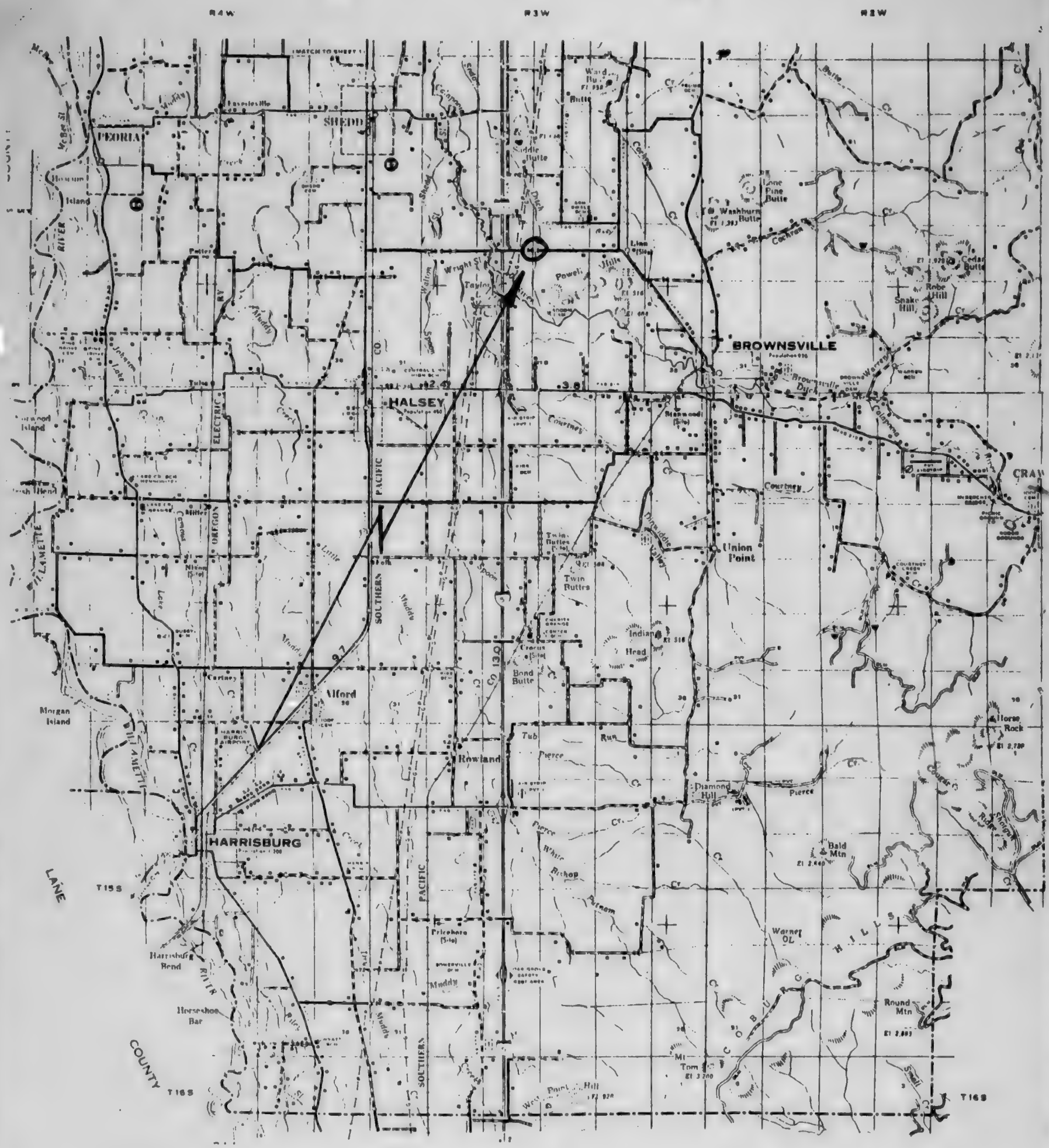
U.S. Army:

Approved by D.O.T.: 7/30/75

ADT: 290 present DHV: 35 present

HR:dp

Attachments



Sodom Ditch (Linn West Road) Bridge - Off System Road
Linn County

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

January 5, 1976

FROM: [redacted] Rulien
Project Management Engineer

SUBJECT: Consultant Agreement
Off-System Project
Sodom Ditch Bridge
Linn County

TO: E. S. Hunter
Deputy State Highway Engineer
B U I L D I N G

Attached for your approval is a consultant agreement covering the subject Off-System project. The agreement has been reviewed and found to be in the proper form and the engineering costs and fees to be reasonable.

Please sign the signature page (page 11) and the Consultant Certification (Exhibit "B") and return the signed agreement for programming.

RHP:dp

Attachment

Agreement Approved
by Hunter 1-7-76

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
FOR
Info | Inves | C/D | D/R | Sign | Act

PROJECT MANAGEMENT SECTION
Routing | Action | Info
PM Engineer
Office Engr.
County Coty
Federal Aid
Inventory-Nfes
Mileage Control
Prog. & Schedule
Remarks:
JAN - 7 1976

CONSULTANT AGREEMENT
OFF-SYSTEM ROADS PROGRAM

THIS AGREEMENT, made and entered into by and between Linn County, acting by and through its Board of Commissioners, hereinafter referred to as "County", and the firm of Oregon Bridge Engineering Company, an Oregon corporation, whose office address is 223-M North "A" Street, Springfield, acting by and through its Company Officers, hereinafter referred to as "Consultant";

W I T N E S S E T H

RECITALS

1. County plans and proposed to construct Sodom Ditch Bridge on Linn-West Road.

2. County has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of Consultant. County has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with County during the project, whenever it is deemed necessary.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to County, State Highway Division and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to County for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. County shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. County shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. County shall execute this agreement during a duly authorized session of its Board of Commissioners.

4. The parties expect that, pursuant to an agreement between Linn County and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by Linn County, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, Linn County shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 30 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County, or due to weather conditions, or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of terms and obligations of this agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $12,175.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The County also agrees to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $ 20,000.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorzed representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage, fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Project Developement, Methods and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of the County.

9. Termination. The County reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes".

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the County, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by the County. No consent of County shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the County decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the State, this agreement shall be amended

or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein, and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor as assign of County.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are hereby incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontract, Including Procurements of Materials and Equipment. In all soliciations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event Consultant becomes involved in, or

is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19 Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. Linn County officials have acted in this matter purusant to Ordinance or Resolution No. 75-204 adopted by its Action on the 5th day of November, 1975.

CONSULTANT, by and through its Company Officers

Firm OREGON BRIDGE ENGINEERING CO.

BY W C Valentine

CONCURRENCE

OSHD ES Hunter

Date 1-7-76

FHWA _____

Date _____

COUNTY by and through its Board of Commissioners

BY Geo. K Mills

BY Vernon Schrock

BY Ian Tunn

ATTEST

Del W Riley

~~City Recorder~~/County Clerk

APPROVED AS TO FORM

Linn Co. District Attorney

No. 75-204

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For The Year Ended May 31, 1975
(Prepared without audit)

	1975
DIRECT COSTS	
Salaries and payroll taxes	$210,355
Outside services	1,493
Blueprinting	1,741
Travel, entertainment and promotion	2,858
Other costs	8,904
Total	$225,351
OVERHEAD COSTS	
Administrative and office salaries and payroll taxes	$ 77,040
Equipment lease and rental	420
Office supplies and expense	8,425
Office rent	6,300
Telephone	3,229
Travel, entertainment and promotion	4,430
Utilities	808
Taxes and licenses	696
Auto expense	1,287
Employee insurance	9,212
Professional services	1,375
Dues and subscriptions	1,581
General insurance	9,187
Depreciation	11,854
Contributions to profit sharing and pension trust	51,134
Interest expense	345
Miscellaneous expense	2,162
Transportation repairs and maintenance	8,625
Total	$198,110
PERCENT OF OVERHEAD COSTS TO DIRECT COSTS	87.91%

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective as of July 1, 1975

	Chief Design Engr.	Chief Const. Engr.	Design Engr.	Project Engr.	Jr. Design Engr.	Jr. Field Engr.
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	11.25	10.67	7.93	7.64	5.19	5.48
PAYROLL TAXES - 9.633 maximum	1.03	.97	.60	.70	.39	.50
VACATIONS, HOLIDAYS, SICK LEAVE	1.25	1.10	.88	.85	.60	.63
PENSION PLAN - 8%	.90	.85	.63	.61	.42	.44
HOSPITALIZATION & INSURANCE	.56	.54	.42	.15	.32	.33
ACTUAL CHARGEABLE RATES	14.99	14.13	10.46	9.95	6.92	7.38
RATES USED	15.00	14.15	10.45	9.95	6.90	7.40

EXHIBIT A

PRELIMINARY ENGINEERING COST

		HOURS
I.	PRELIMINARY PHASE	
	1. Survey and Vicinity Map	40
	2. Preliminary Design, Reports, Contracts	100
	3. Foundation Investigation	24
II.	DESIGN PHASE	
	1. General Consultation	50
	2. Design	120
	3. Drafting	90
	4. Specifications and Contract Documents	40
	5. Final Revisions, Checking	40
	TOTAL	504

Note: Consultant shall furnish Item I, Preliminary Phase data and proposals to State before Item II, Design Phase begins.

SUMMARY OF PRELIMINARY ENGINEERING

Project Supervision	70 Hours	$ 1,050
Project Engineering	240 Hours	2,650
Drafting	90 Hours	660
Surveying	40 Hours	360
Specifications and Contract Documents	40 Hours	600
Foundation Supervision	24 Hours	210
	504	$ 5,530
Overhead @ 87.91%		4,860
Travel Espenses, Blueprinting, Supplies		200
		$10,590
Profit 15%±		1,585
Preliminary Engineering @ 6.0%		$12,175
Estimate for Foundation Drilling or Test Piling		$ 1,800

CONSTRUCTION ENGINEERING ESTIMATE

Estimated Project Cost			$200,000
Fixed Fee for Construction Services			2,200
PLUS			
Estimated Salary Costs - Field Supervision			
Supervisory Engineer	7 Days	@ $125/Day	875
Resident Engineer	12 Weeks	@ 75/Day	4,500
Assistant Engineer	4 Weeks	@ 65/Day	1,300
Survey Party	3 Days	@ 200/Day	600
Precast Inspection	5 Days	@ 65/Day	325
			$ 7,600
Overhead Allowance @87.91%			6,680
Job Expenses and Subsistence	17 Weeks	@ $15±	250
Vehicle Expense	17 Weeks	@ $60	1,020
Miscellaneous Job Supplies			200
			$ 17,950

Construction Engineering = 9.0%

Total engineering not to exceed $20,000 without prior approval.

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and a duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or,

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

August 29 1975
DATE

W. C. Palmateer
SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the DEPUTY STATE HIGHWAY ENGINEER of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

1-7-76
DATE

Ed Henstee
SIGNATURE

EXHIBIT B

December 23, 1975

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attn: Del Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5528

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering an Off-System Road Project on the Sodom Ditch Bridge Section of Linn West Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc Don Harwell (agreement att.)

8518

Salem
November 26, 1975

Robert H. Prange
Rural Engineer

Consultant Agreement
Off-System Project
Sodom Ditch Bridge
Linn County

Mr. Phil Stearns
Region 2 Federal Aid Engineer
EAST SALEM HIGHWAY BLDG.

The subject consultant agreement has been reviewed and the engineering costs and fees ~~costs and fees~~ are found to be reasonable, however, there are two minor things that need correcting.

Page 1 of Exhibit "A" lists the overhead cost of 85.85%, however, 87.91% was used on page 4. Perhaps an outdated statement of direct costs and overhead cost was used. Secondly the Bridge Section has requested that a provision be put in the agreement requiring the consultant to submit preliminary phase proposals of Item I, page 3 of Exhibit "A" to the State before the final design is started. A statement similar to the one I have put on page 3, Exhibit "A" will suffice.

8518

CSR
Linn Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 21, 1975

FROM: Walter S. Hart
Bridge Engineer

TO:

Mr. Robert H. Prange
Rural Engineer

SUBJECT:

Consultant Agreement
Off-System Project
Sodom Ditch Bridge
Linn County

We have reviewed the attached consultant agreement and find the engineering costs and fees to be reasonable.

The agreement does not have a provision that requires the consultant to submit preliminary phase proposals of item "I", page 3 of exhibit "A", to the State before the final design is started. We feel that this provision should be added.

Page 1 of exhibit "A" lists overhead costs of 85.85%, 87.91% was used on page 4. It appears that an outdated statement of direct costs and overhead costs was used.

PAA:dh
Attachment

RECEIVED
COUNTY & CITY SECTION
NOV 24 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form E-28

8518

OSR
Linn Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Sodom Ditch Bridge

Date: November 13, 19 75

Highway: Linn West Road (C.R. 26)

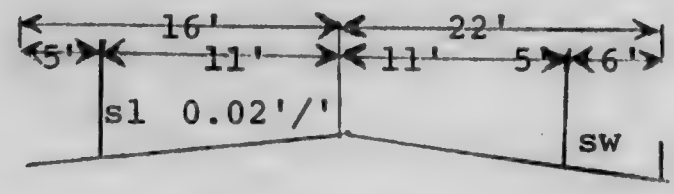
Authorization No.: 1

County: Linn

Survey Prefix: 222-1942 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is located about 3.2 miles east of Linn West Road junction with the Albany-Junction City Highway and consists of constructing a reinforced concrete bridge approximately 120 feet long.



Typical Section
Bridge

RECEIVED
COUNTY & CITY SECTION
MAR 2 1 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Purpose of survey:

Authority for Survey is to establish funds for State's engineering services. This is an Off-System project.

Estimate of cost:

Field Survey	(901)	100
Citizen Input	(902)	100
Bridge Design	(906)	2,000
Office Engineer	(920)	100
Specifications	(921)	400
Planning	(924)	500
Foundation Exploration	(926)	2,500

OS-2200(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey $5,700

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

Requests made by:

James E. Chaney — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

BRIDGE ENGINEERING SECTION
RECEIVED 3-19-76
SALEM, OREGON STATE

SP*23604-734

8518

[redacted] B. [redacted], [redacted].
[redacted] Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

NEAL MICHAEL
[redacted] Engineer
Acting CO.
DEL BURKHART
Roadmaster

November 10, 1975

Oregon State Highway Dept.
% Mr. Phil Sterns
Region 2 Federal Aid Eng.
East Highway Building
Salem, Oregon

RE: Transmittal of Consultant Agreement "Off-System" Road Program

Dear Phil:

Attached is excuted Consultant Agreement with Oregon Bridge Engineering for Sodom Ditch Bridge, Linn County's "Off-System" bridge project.

Project will involve the replacement of existing bridge, new width shall be 38' with sidewalk on upstream side. Existing bridge elevation will change allowing additional 3 to 4' clearance. New approach embankment will be included in contract.

Per attached agreement, Oregon Bridge will be responsible for the following:

I. Preliminary Phase

1. Surveying
2. Preliminary Design, Reports required by State
3. Foundation Supervision & Investigation

II. Design Phase

1. General Consultation
2. Design
3. Drafting
4. Specification & Contract Documents
5. Final Revision & Checking

RECEIVED
COUNTY & CITY SECTION
NOV 18 1975
☐ ENGR. ☐ CODR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Linn County will be responsible for signing detour outside work area and all striping upon completion. No additional work by Linn County, remainder by contract.

State Highway Department per project request will do all Foundation Testing, advertise, and award project.

If I may be of further assistance, please feel free to contact me.

Respectfully yours,

Neal D. Michael

Neal D. Michael
Acting County Engineer

NDM:bt
Attached

8518

FORM 81.734.3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 3, 1975

FILE: PRO 4-3

FROM: L. W. Rulifson
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Sodom Bridge
Linn-West Road
Linn County

Attached for your information is an assessment, concurrred in by the FHWA.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dc
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2
District 4

RECEIVED
STATE HWY ENGR
SEP 3'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
E.S.H.
E. S. Hunter
Date 9-4-75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-2200(-)
Sodom Bridge
Linn-West Road
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's August 13, 1975 letter has been reviewed.

We concur with your finding that the proposed project constitutes a NON-MAJOR action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Kappus
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sec | E.S. | E.E.

NOTED
E. S. HUNTER
cc Rulien

PROJECT MANAGEMENT SECTION

	ACTION	INFO
Routing		
[illegible]		
[illegible]		
Office Engr.		
County-City		
Federal Aid		
Inventory-NFEDR		
Mileage Control		
Prog. & Schedule		
Remarks:		

SEP - 2 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 22, 1975

A. PROJECT IDENTIFICATION

Name of Project Sodom Bridge (Section) OS-2200(1)

Location of Project Linn-West Road (Highway Name) County Road #26 (Highway No., US - ORE)

--- (City) Linn (County) II (Region)

Program Off-System Roads (Funding) $225,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace the present bridge over Sodom Ditch. The bridge is showing some signs of deterioration - rotting timber approaches and pilings, misalignment of approaches and main span, and worn travelling surface.

Origin and History: Built around 1955 with a load rating of H15. The county engineer recently determined that this bridge, as well as many others in the county, is substandard.

C. DESCRIPTION OF PROJECT

Length 117 feet

Termini 400 feet along roadway from approaches on either side of the bridge.

Alignment ☐ New ☒ XX Existing ☐ Combined

3
nonmajor

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way required.

Typical Section Two travel lanes with gravel shoulders.

Structures Prestressed concrete structure load rated at H20.

Characteristics (ADT) Presently estimated at 290, no projections given.

Other General Information (or Supplemental information to items) Telephone utilities attached to structure.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The new bridge will have 4-6 foot extra clearance over the stream. An alternative would be to build the new structure at the level of the present bridge.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) From west to east, Linn-West Road transects an area of low value grass farmland. The flat region is contrasted by the basalt outcrops that emerge through the valley floow. Sodom Ditch is a low stream during the summer but commonly a high, rushing torrent during the winter. During the winter, the surrounding farmland floods easily, and the river often carries heavy debris which can damage the bridge, and has already caused the center span to shift slight. As a tributary of the Calapooia River, the ditch may contain some anadromous fish such as Chinook salmon and steelhead trout. The ditch hosts a few resident and anadromous salmonids as well as rough fish, such as suckers, cottids, and dace.

Sodom Ditch runs south to north, bisecting the roadway from underneath, and forming four quadrants, each covered with trees and shrubs. These quadrants are the habitats for many birds and small animals while the stream contains some fish. The stream is depositing sand and gravel under the west end of Sodom Bridge and is eroding the bank and riprap under the east end. The winter stream is commonly a

(cont. Page 3A)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The ambient land is divided into large farms in which the main crops are grasses. The setting is rural and there is no housing within a half-mile of the bridge. The nearest town, about three miles from the bridge, is Brownsville, which has a population of 1,100 and appears to be an historic site. A county-owned gravel road in the SE quadrant follows the stream for about a mile to a quarry where construction material may be obtained. Presently closed off, this road provides the only approach within 200 feet of the bridge. The utilities encountered belong to Pacific Power and Light and Halsey Telephone Company. The region experiences some air pollution during periods of field burning, but otherwise has clear air. Since the bridge is only a half-mile from I-5, some traffic noises are present. Linn-West Road crosses I-5, but does not interchange with it, so no exceptional traffic and population growth is expected in the area.

PAGE 3A

Natural Setting: (cont.)

high, torrential river that carries substantial amounts of debris. This is a critical concern because logs and debris jam together at the bridges pilings and center span, effectively damming the stream and, therefore, exerting great pressure on the bridge. This pressure has already shifted the center span slightly.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   No additional right-of-way is required. However, some temporary easements may be required during construction.

   Consequences:

   None

2. Estimated Changes in Traffic Patterns:

   None, since proposal does not change capacity or location of bridge.

   Consequences:

   None

3. Estimated Changes in Land Use:

   None, since no unusual growth is expected in this rural area.

   Consequences:

   None

4. Expected Adverse Effects on Natural Ecological Resources:
   Drainage from the bridge and approaches directly into the water and dirt from construction may temporarily pollute the stream.

   Consequences:

   Fish and riverbank vegetation may be temporarily and lightly affected. Increased turbidity will raise the erosive power of the stream slightly.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Some riparian vegetation may be removed during construction.

   Consequences:

   Temporary deterioration of scenic quality.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

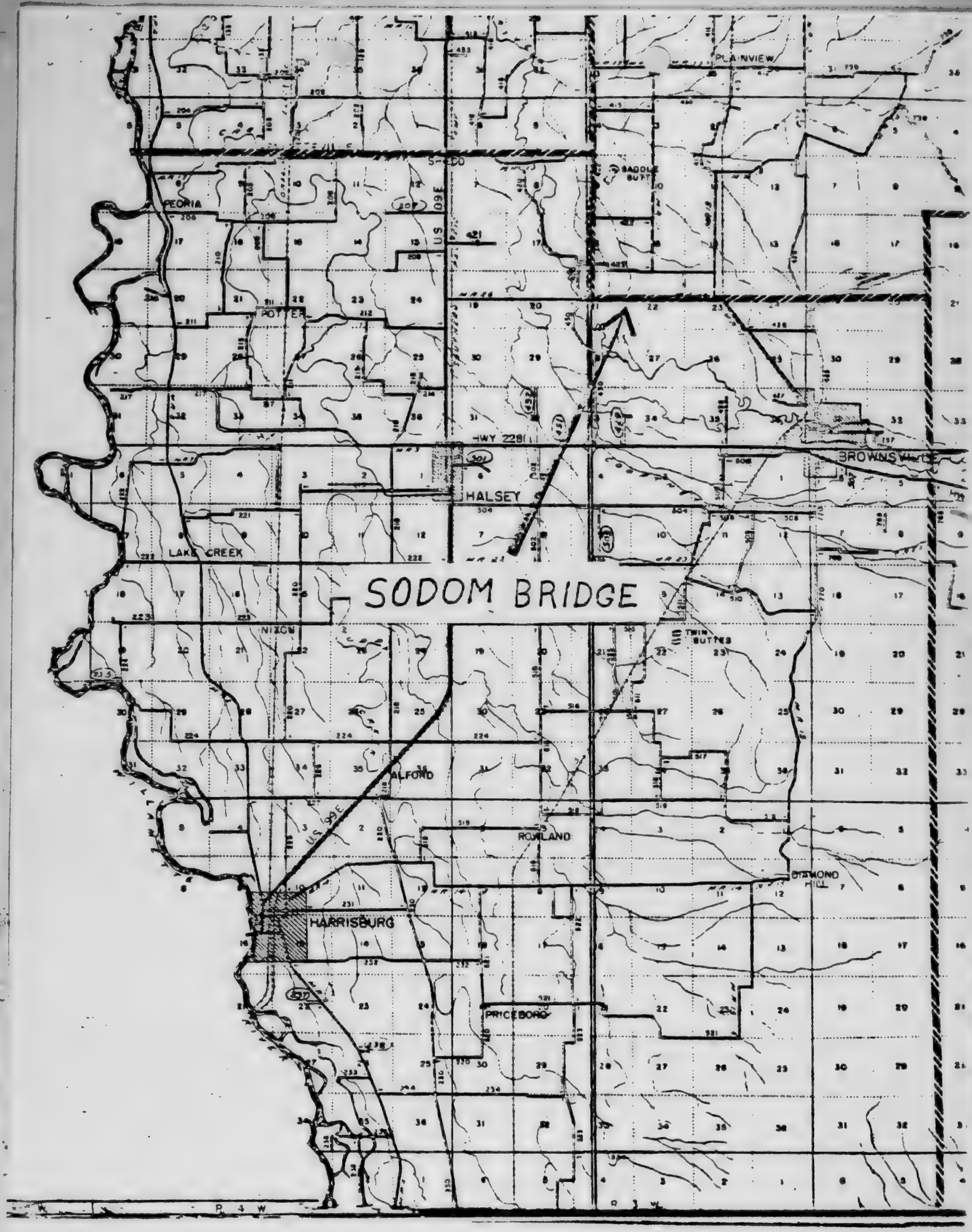
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____


PLAINVIEW
SADDLE BUTTE
PEORIA
US 89E
POTTER
HWY 228
BROWNSVILLE
HALSEY
LAKE CREEK
SODOM BRIDGE
NIXON
TWIN BUTTES
ALFORD
US 89E
ROWLAND
DIAMOND HILL
HARRISBURG
PRICEBORO
P. 4 W.

40.20ch (2451.20)

SODOM CHANNEL

SODOM BRIDGE

n (2795.13') ← I-5 (Over pass)

M.R. 26

N 89° 41' W 20.0ch

10.05ch

S 89° 56' W 20.03ch.

SODOM CHANNEL

North 20 ch GLO

29.95 ch.

12

8518

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-2200(-)
Sodom Bridge
Linn-West Road
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's August 13, 1975 letter has been reviewed.

We concur with your finding that the proposed project constitutes a NON-MAJOR action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
Schnacker
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER
cc Rulien

RECEIVED

8518

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Transportation
~~Oregon State Highway~~ Commission

FROM ~~SIGNAL SIGNED BY~~ F. B. Klaboe
~~F. B. KLABOE~~
State Highway Engineer

SUBJECT **Proposed Off-System Roads Projects**

AGENDA
JUL 3 01975
4 g

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000.

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

Omit

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

Omit

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ 3,104,800 of which ~~$2,646,384~~ 2,421,744 will be federal costs and ~~$746,416~~ 683,056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 21, 1975

TO Mr. E. S. Hunter
Deputy State Highway Engineer
B U I L D I N G

FROM George W. Hopkins
Project Development Engineer

SUBJECT Proposed Off-System Roads (OSR) Projects

Attached are fifteen copies each of the tabulation and map describing and locating the following proposed OSR projects.

County Requested Projects

CROOK--Ochoco Hwy.-Old Dry Creek Rd. Section
Mill Creek Rd.
JACKSON--(1) Little Butte Creek (Agate Rd.) Bridge
(2) Big Butte Creek (Crowfoot Rd.) Bridge
KLAMATH--Hildebrand-Forest Boundary Section
Squaw Flat Rd.
LINN--Sodom Ditch (Linn West Rd.) Bridge
MARION--Champoeg Rd.-Case Rd. Section
Giesy-Yergen Rd.
MORROW--Union Pacific Railroad Crossing (Patterson Ferry Rd.) Signals
TILLAMOOK--Tillamook River (Burton) Bridge Section
WALLOWA--Enterprise-Land Fill Section
Ant Flat Rd.

City Requested Projects

CITY OF BROWNSVILLE--Halsey-Sweet Home Hwy. to Kisling Ave. Section
Washburn St.
CITY OF CLATSKANIE--Sections of both Nehalem St. and 3rd St.
CITY OF ELGIN--Truck Route on 17th St.
CITY OF HALFWAY--Sections of ten different streets..
CITY OF HEPPNER--Willow Creek (Morgan St.-Heppner) Bridge Section
CITY OF JOHN DAY--Canyon Creek (N. W. 3rd Ave.-John Day) Bridge Section
CITY OF MILTON-FREEWATER--Sections of Dehaven St. and S. W. 6th Ave.
CITY OF MT. ANGEL--Sections of Marquam St. and Monroe St.
CITY OF PRINEVILLE--Sections of N. Court St., N. Durham St. and E. 5th St.
CITY OF RICHLAND--Sections of five different streets.
CITY OF SCIO--N. W. 1st Ave.-N. W. 4th Ave. Section
N. W. Beech St.

Also included is a request from Ironside Road District No. 5 in Malheur County for the Shasta Creek Section on the Bridgeport Road, and a request from Rainbow Lane Road District in Washington County.

If satisfactory, these projects should be submitted to the Transportation Commission for approval at the July 30 meeting. A draft of a suggested letter to the Commission is attached.

HR:scr

Attachments

7-17-75

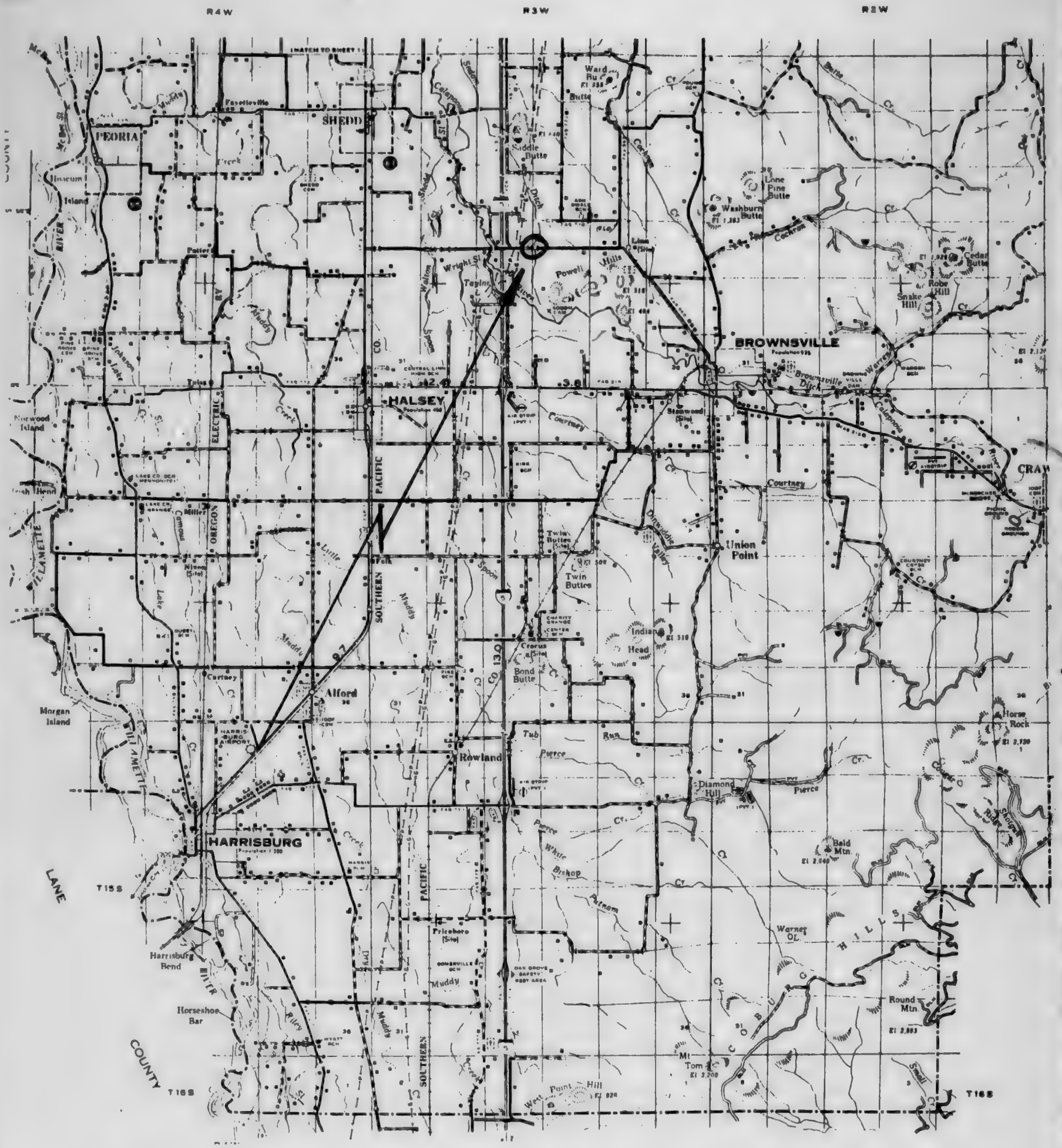
LINN COUNTY
Proposed OSR Project

Project No. 2200(1)
Sodom Ditch (Linn West Road) Bridge
Structure
$225,000

Construct a reinforced concrete bridge approximately 120 feet long with a roadway 38 feet wide having a sidewalk on the upstream side. No additional right-of-way is required. Utilities are involved. County will make the field survey. County will construct the approaches and connections. County has requested the State to make the design and plans.

OTC approved
7/30/75

75-a
7/17/75


R4W
R3W
R2W
SHEDD
PEORIA
HALSEY
BROWNSVILLE
Union Point
Twin Buttes
Alford
Morgan Island
Rowland
HARRISBURG
Harrisburg Bend
Horseshoe Bar
Diamond Hill
Bald Mtn.
Round Mtn.
Mt Tom
Indian Head
Bond Butte
Saddle Butte
Ward Butte
Washburn Butte
Lone Pine Butte
Cedar Butte
Robe Hill
Snake Hill
Horse Rock
Warnet OL
Pricehore (Site)
Stanwood (Site)
Crocus (Site)
Twin Buttes (Site)
Courtney
Pierce
Tub Run
Powell Hills
Brownsville Ditch
Calapooia
Oakville Ditch
Muddy
Thomas Creek
Little Muddy
Spoon
Putter
Johnson Lake
Fairfield
Nixon (Site)
Miller
Cannon
Fish Hend
Riverwood Island
Morgan Island
Peoria Island
Harris Burg Airport
Lake Co. Airport
Linn Co. Airport
Oak Grove Safety Rest Area
Conservation Camp
Pacific
Southern Pacific
Electric
Oregon
Willamette
Calapooia River
Muddy Creek
Courtney
Pierce
White Bishop
Putnam
Tub Run
Cedar Creek

8518

Project # 05-2200(1)

Section 122 - Federal-Aid Highway Amendments of 1974
COUNTY ROAD ~~FAS~~ PROJECT REQUEST

Name of County Linn FAS No. _____ Date June 1975
County Road Name Linn West Road M.R.#26
Section Name _____
Type of Project Bridge
Location of Project (Attach sketch map) _____
ADT 290 Design Speed _____

Is this request for county bridge design only? Yes _____ No _____
County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type -- Width --

2. Shoulders: Type -- Width --

3. Grading & Drainage:
By County -- County Date of Completion -- By Contract --

4. Bottom Base Course:
By County -- County Date of Completion -- By Contract --
Has base design been given to County? Yes -- No --
Will it be furnished? Yes -- No --

5. Leveling Course:
By County -- County Date of Completion -- By Contract --

6. Binder Course:
By County -- County Date of Completion -- By Contract --

7. Traveled Surface & Shoulders:
By County -- County Date of Completion -- By Contract --

8. Clearing:
By County -- County Date of Completion -- By Contract --

9. Curbs:
Curbs Required? Yes -- No --
Type Desired (rolled, exposure, monolithic, special county standard, etc.) --
Width between curbs --

10. Are pedestrian walkways necessary? Yes -- No --

11. Are there any structures to be replaced or altered? Yes -- No --

12. Will replacement be by: County -- Contract --
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

RECEIVED
COUNTY & CITY SECTION
JUN 23 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13. Will County adjust structure to new grade? Yes -- No --

14. Will County adjust structure to additional width? Yes -- No --

15. Will adjusted width be standard? Yes -- No --
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes -- No --

17. Does County wish sight posts installed? Yes -- No --

18. Does County wish State to permanently stripe project? Yes -- No --

19. Will County do striping? Yes -- No --

20. Does County wish guardrail installed? Yes -- No --

By County -- Contractor --
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes - No -
By seeding and mulching Yes - No -
By rock blanket Yes - No -
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes - No -

23. Can through traffic be detoured? Yes - No -

24. Must new detour be constructed? Yes - No -

25. Will detour be maintained by County? Yes - No -

26. Will detour be maintained by Contractor? Yes - No -

27. Will County sign project outside work area during construction?
Yes - No -

28. Will Contractor sign project outside work area during construction?
Yes - No -

29. Should contract provide for permanent signing? Yes - No -

30. Should State do permanent signing? Yes - No -

31. Will traffic signals be required? Yes - No -
If yes, give location and type desired --

32. Is project contingent upon other factors? Yes - No -
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Sodom Ditch

2. Name of bridge Sodom Bridge

3. Dimensions of existing bridge. Length 117' Roadway Width 21'

4. Type of design and material used in existing bridge. Timber approach spans with center span of steel girders with concrete deck.

5. Location (please attach map with location marked):
   Section 22 Township 13S Range 3W W.M.

6. Desired width of bridge 38'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes x No_____
   Upstream x 5' Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes x No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed girders with poured concrete deck.
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes x No_____
   Explain Approach empbankments only

10. Foundation Testing: By County? Yes_____ No x
    By State? Yes x No_____

11. Will County close road during construction? Yes x No_____

12. Can presently established road be used as detour? Yes x No_____

13. Must a new detour be constructed? Yes_____ No__x__

14. Will detour be maintained by County? Yes_____ No__x__

15. Will detour be maintained by Contractor? Yes_____ No__x__

16. Will County sign project outside work area during construction?
Yes__x__ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No__x__

18. Approaches or Connections by County Yes__x__ No_____
by Contractor Yes_____ No__x__
Traveled surface: Type Asphalt Width 22'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__x__ No_____

N.W. quadrant distance from structure -
N.E. quadrant distance from structure -
S.W. quadrant distance from structure -
S.E. quadrant distance from structure 100'

20. Guardrail: Desired on approaches or connections: Yes__x__ No_____
By County _____ Contractor__x__
Right side only? Yes__x__ No_____
Both sides? Yes_____ No__x__
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No__x__
Use for detour? Yes_____ No__x__
Removed by County? Yes_____ No__x__
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes_____ No__x__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes x No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No x Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No x Size_____
Company_____
c. Storm sewer: Yes_____ No x Size_____
Company_____
d. Gas mains: Yes_____ No x Size_____
Company_____
e. Power lines: Yes_____ No x Size_____
Company_____
f. Telephone lines: Yes x No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes x No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No x

26. Does County wish complete job of illumination in project?
Yes_____ No x

27. Is project contingent upon other factors? Yes_____ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____
_____
_____
_____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No__x__
   By County? Yes__x__ No_____
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __x____ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes__x____ No_____
   By County? Yes_____ No__x___

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__x___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__x___
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum -

2. Is any additional right-of-way needed? Yes_____ No x

3. Will right-of-way be acquired by: Resolution - or Deed -

4. Should State prepare options? Yes_____ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes - No -

6. Should material source site be included in right-of-way descriptions? Yes - No -

7. Is there any merchantable timber on right-of-way? Yes_____ No x

8. Will timber be reserved for owner? Yes_____ No x
   If removed by County or individual, must be done prior advertisement for bid
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No x

10. Is a hearing necessary? Yes_____ No x
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No x
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No_____
    If yes, give type and name of utility company: Halsey Telephone Co., Pacific Power & Light.

13. Are utilities on existing right-of-way by permit _____ or by franchise x
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No x
    If yes, give name of irrigation company or district --
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No x

16. Name of Railroad --

17. Number of tracks: Mainline -- Siding -- Total --

18. Sight Distance: -- (Left) -- (Right)

19. Number of Trains: Passenger -- Speed --
Freight -- Speed --

20. Angle of Intersection: --

21. Type of Existing Crossing: Grade --
Overcrossing --
Undercrossing --

22. Existing Protection:
Advance warning signs -- Automatic flashing -- Stop signs --
Crossbucks -- Automatic bell -- Gates --

23. Proposed Protection: --

24. Are there to be stopping lanes for buses and trucks, etc.
Yes -- No --

25. Will railroad crossing be altered: Yes -- No --
If yes, specify:

26. Traffic Control Signing:
To be part of project? Yes _____ No X
By County? Yes X No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By County? Yes X No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing data? Yes -- No --

29. Will P.U.C. application be made by State -- or County -- ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry x Cinders _____

2. Owner: County _____ State _____ Private x Other _____

3. Location: NW 1/4 Section 27 Township 13S Range 3W W.M.

4. If County lease, what are royalty payments? --

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 225,000

2. Available FAS Funds $ ----

3. Does County wish advancement of future Federal funds? Yes _____ No x
   Amount _____

4. Date match money is available July 1, 1975

5. Will there be any 100% County money? Yes x No _____

6. Maximum amount of 100% County money available: $ 49,500.00

7. Date County requests letting: Early 1976

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Geo. K. Miller
County Judge or Comm. Chairman

By Vernon Schrock
County Commissioner

By _____
County Commissioner

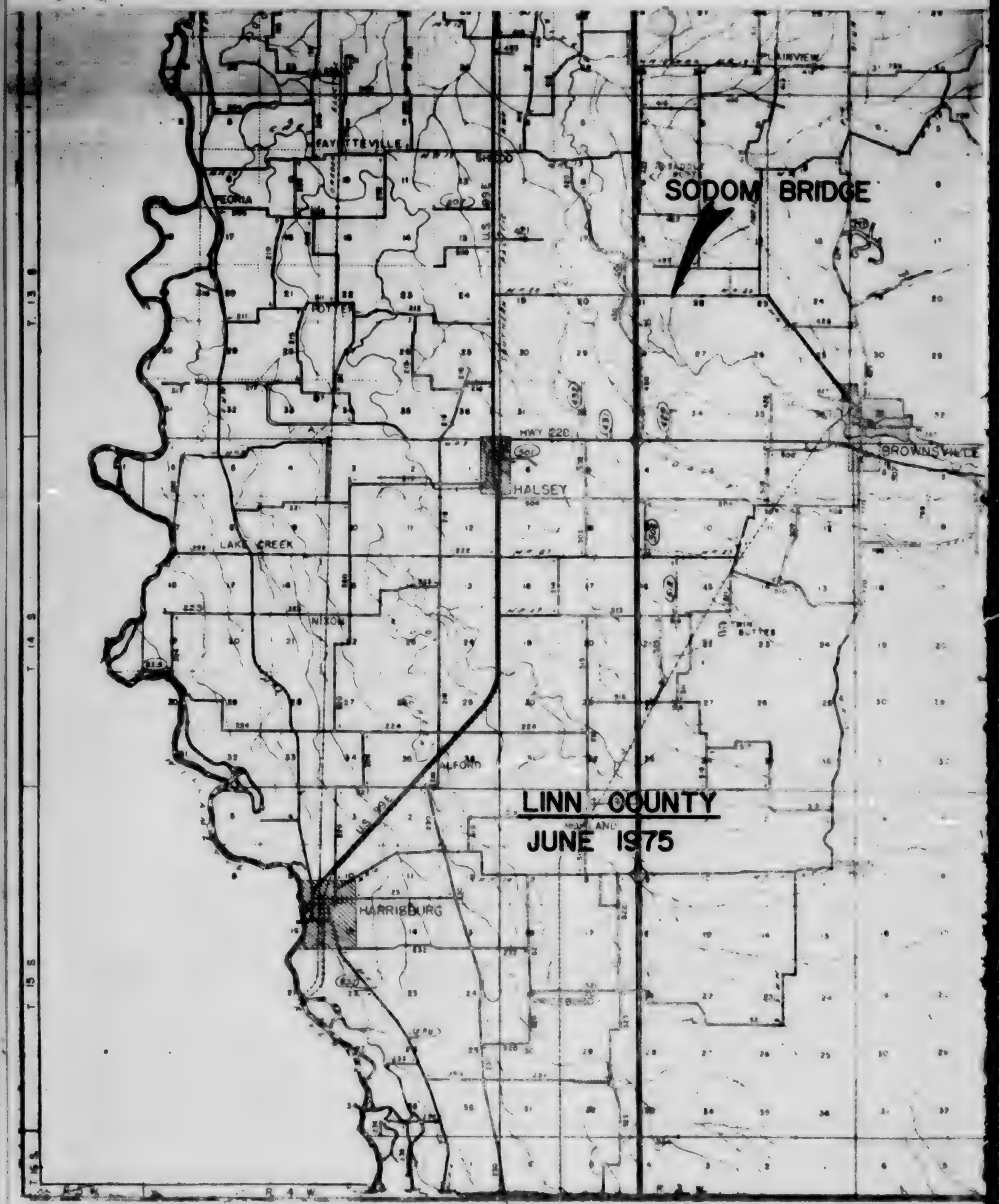
_____
O.S.H.D. Field Engineer

By _____
County Engineer or Roadmaster

Date _____

County _____

Date _____


SODOM BRIDGE
LINN COUNTY
JUNE 1975
FAYETTEVILLE
PEORIA
HALSEY
HWY 228
BROWNSVILLE
LAKE CREEK
NIXON
HARRISBURG
IRVIEW
T. 13 S.
T. 14 S.
T. 15 S.
R. 4 W.

1979 S. Banfield Intchge. Sec. 8519
of E. Ptld. Fwy.
(Grading, paving & struc.) #3

Item 34

RR 769 8-13-74

RR 875 10-4-77
7-30-80
2-27-84

~~C & A 7871 5/18/83~~

C & A 7871 5-18-83
9-1-83
8-26-83

C & A 7856 4-15-83
4-12-83

8519

STATE COPY

r11 cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	12	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10/26/84	T. P. Lowe, Area Engineer	I-205-7(40)311

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
5/2/80	12/16/80	153 %	900 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTH BANFIELD INTERCHANGE
BANFIELD FREEWAY O'XINC
Bridge No. 13516A

This project was for construction of the South Banfield Interchange. The contract was awarded in 1977 to Hensel Phelps for $6,462,494.

The contractor used 1053 days to complete the work. The contract allowed 900 days. A time extension of 17 days was granted. Liquidated damages are being assessed for 217 days on phase A and 119½ days on Phase B at $300 per day.

The contractor's claim of $1,017,091 for several work items was settled for $337,500. My analysis of this claim settlement is attached to PA No. 21 in our project files.

The final cost of this project is $7,529,565. The original authorization is $7,528,762.

RECEIVED
STATE HWY ENGR
OCT 31 '84
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
11/1

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE — T. P. Lowe		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 10/30/84	TITLE: Field Operations Engineer	DATE: 10/30/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 17, 1984

In Reply Refer to File No.: CON 5

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. I-205-7(40)311

Contract 8519, Work Completed May 2, 1983

Project S. Banfield Intch. (NE Halsey St. U'Xing. and Banfield Freeway)

Highway E. Portland Freeway

County Multnomah

Acceptance: Federal Hwy. Admin. May 19, 1980

Oregon Transportation Commission December 16, 1980

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
3-Copies Form PR-47, Statement of Materials & Labor
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

BMW:mk

cc: Frank Griffin
B. M. Walton
Construction Files

Form 734-3122

8519

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 3, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Copy
#9621

Dear Mr. Coulter:

Oregon I-205-7(86)311
South Banfield Interchange-SE Washington Street
East Portland Freeway
Multnomah County

With reference to Mr. Fredrickson's July 12, 1984 letter asking for approval of SFO No. 7 (contract 9621), please provide assurance that this railroad work was not paid under the previous project (contract 8519, I-205-7(40)311). A brief resume of initial authorization less work paid on prior billings would be sufficient.

We will detain action on this order pending receipt of this information.

Sincerely yours,

G. K. Hoseman
for Dale E. Wilken
Division Administrator

cc:
OSHD (C O Fredrickson)
OSHD (G Potter)

8-6
W 9 5

RECEIVED
STAT HWY ENGR
AUG 6 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9519

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: I-205-7(40)311
South Banfield Interchange
East Portland Freeway

Date: March 6, 1984

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur in your claim settlement in the amount of $337,500 as supported in Mr. Keasey's January 31 memorandum and Mr. Wood's memorandum to Mr. Coulter dated Januray 24, 1984.

for Dale E. Wilken

cc:
OSHD (C O Fredrickson)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X					X	

We sent 3/29

8519

F

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: February 27, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 875

SUBJECT: Supplemental Agreement
South Banfield Intchg. Section
I-205
ODOT Agreement RR-875

Attached for your files is the State's fully-executed counterpart of the subject agreement.

RDT/llr
cc: Jim McNamee - w/copy
Ed Hardt - w/copy
Contract Accounting - w/copy

3/13/84
Noted in agreement book

81-125-1387

19

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LEG

TO: Timothy Wood
Assistant Attorney General

DATE: February 8, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Hensel Phelps Construction Co. v. State of Oregon
Contract No. 8519

I have reviewed your report on this case. While I'm sure you would have preferred an outright win, as I would also, I would like to commend you on your fine job of trial preparation and presentation of the State's case. The size and complexity of this case demanded much time and effort, and you were equal to the task.

The monetary exposure in this case was substantial and there was a risk that a verdict would come in higher than the settlement. Your work greatly decreased that risk, and as a result, the settlement was lower than it might otherwise have been.

I just wanted to commend you for your work in this case, and as you have changed jobs, to let you know we are sorry you won't be handling contract claim cases in the future. Good luck in your new job.

HSC:ia

cc Dave Frohnmayer
Fred D. Miller
C. O. Fredrickson
O. B. Jackmond

25-1307

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 24, 1984

FROM: Timothy Wood TW
Assistant Attorney General

NOTED
H. S. COULTER

SUBJECT: Hensel Phelps Construction Co. v. State of Oregon
Contract No. 8519

BACKGROUND

In 1977 the Oregon Department of Transportation advertised for bids for the construction of the South Banfield interchange. Hensel Phelps was awarded the contract for $6,462,494.00.

The contract had two completion dates. The contract was to be completed in its entirety within 900 days while the contractor was to have constructed the northbound section of the Banfield overcrossing on or before April 1, 1979, so that it could be used as a haul road. The contractor completed the work approximately one year late.

The plans for the contract provided a sequencing or staging the construction for two bridges. The plans told the contractor that when he built the Halsey structure, he was to begin with certain fill work and conclude with removal of the old Halsey Street structure.

The staging or sequencing for the I-205 bridge over the Banfield Freeway provided that the contractor would begin with the widening of an area adjacent to the south of the existing Banfield Freeway and the construction of a fill on the northerly end of the bridge. Hensel Phelps was also to build a detour for the Banfield Freeway traffic. Once the detour was built, plaintiff was to complete the remaining two stages of construction.

During the course of construction, several problems arose.

The initial problem related to a haul road that the contractor had to construct as a result of Multnomah County refusing to allow the contractor to use the road that all parties had contemplated to be used for hauling purposes.

Other problems arose regarding alleged survey errors made by the Department of Transportation, numerous extra work orders and the refusal of the state to allow the contractor to close the Banfield Freeway during the Christmas season.

The contractor filed a Complaint in approximately March of 1981, alleging that the state breached its contract. One of the claims included in the Complaint had to do with a claim of a subcontractor called Foundation Construction, Inc. The parties were able to resolve this claim as part of another claim that the subcontractor a submitted in relationship to another contract.

EB DETOUR

The main issue in the Complaint had to do with the state's plans which required the building of a detour. The detour was meant to shift the eastbound traffic of the Banfield to the south so that the contractor could build a pier in the middle of the existing Banfield. When the contractor went to build the detour, it found that the detour could not be built unless the old Halsey Street structure had been removed. The contractor was unable to remove the old Halsey at that time since it was still needed for Halsey Street traffic.

Numerous discussions were had with the state and its representatives regarding the plans and the detour. The conclusion was that the contractor could or should have known from the plans that the detour could not be built without removing the old Halsey Street structure.

The contractor went out and contacted other bidders on the project. The contractor was able to produce either a schedule or a letter from the other bidders which indicated that they were not aware that the detour could not be built prior to the removal of the old Halsey Street structure and that they intended to build portions of the new Halsey and Banfield overcrossings concurrently.

The state attempted to contact all contractors and basically confirmed that all the contractors were not aware that the detour could not be built prior to the removal of the old Halsey Street structure. The only exception was Roy Ladd who was willing to testify that he was aware that the detour could not be built prior to the old Halsey Street structure being removed. His schedule, however, showed that portions of the structures would be built concurrently.

CLAIMED AMOUNT

As a result of the contractor's inability to build the detour, he maintained that the project was substantially delayed. He maintained that as a result of the delay he incurred approximately $1 million in extended job support, acceleration costs, wage escalation, etc. There is a thoroughly documented claim on file.

In addition, the contractor maintained that the state should return all of the liquidated damages and railroad protective charges which it had assessed against the contractor for this particular project.

TRIAL PREPARATION

Prior to trial the plaintiff took numerous depositions. He deposed approximately 20 state witnesses.

One of the most telling facts during the deposition process was the fact that Metro Design was well aware that the detour could not be built prior to the removal of the old Halsey Street structure. In fact, one of the designers had recommended that the state put a note on the plans which would clearly indicate that the contractor could not begin the construction of the Banfield overcrossing prior to the removal of the old Halsey Street structure. For whatever reason, the note was not placed on the plans in the location that the designer had recommended. Perhaps the reason for this was that everyone just assumed that everyone would know that the two structures could not be built concurrently.

One of the problems with our case was that the planning for this particular project took place in 1976. Many of the personnel have changed jobs and had had numerous projects subsequent to this particular project and had simply had no memory as to what took place prior to or during the project.

EXPERTS

The claim was complicated in that the contractor never formally submitted a claim until January of 1983. The Complaint was filed but there was no support documentation for the claim. One of the reasons given by the contractor was that there was a fire at the jobsite which destroyed many of their documents. As a result they maintained that they needed discovery of our documents before they could put the claim together.

When they eventually put the claim together they submitted it in January of 1983. The claim provided some narrative as to why certain money was due and owing but provided no supporting documentation as to how they derived the dollars stated. The contractor did eventually provide us with a more detailed claim but not until approximately two months before trial.

As a result, it was my opinion, that it was essential for the review of the claim to hire an outside consultant. The outside consultant was to provide us with an opinion as to the dollar value of the claim, as well as the entitlement question.

As a result, we hired VHS, from the San Francisco area to provide this analysis.

One of the things we learned was that consultants do not come cheap. We felt, however, because of the size of the claim (over $1 million) and because of the size of the corporation we were dealing with, that it would be essential that we have a qualified expert to assist us.

Our consultant did analyze the claim and did provide an opinion that the contractor could have determined from the plans and material available that the detour could not be built prior to the removal of the old Halsey Street structure.

The expert also provided us an estimate as to what the delay costs should have been be for the contractor. We found that the expert's opinion as to the daily impact of delay was very close to what the contractor eventually set forth in their supporting documentation.

SETTLEMENT

Prior to trial there was little discussion regarding settlement. The attorney for the plaintiff seemed more concerned about completing his discovery before discussing settlement. The only offer that we had prior to trial was approximately $550,000, plus a return of liquidated damages and railroad protective charges ($138,000.00) Prior to trial, we had never made a counter-offer to the plaintiff.

At the time of trial, the court put considerable pressure on both parties to settle the case.

The initial week of trial went fairly well for the state. We were able to make some headway with the witnesses that had been produced by the plaintiff regarding the plaintiff's theory of building the two bridges concurrently.

During the trial they tried to convince the jury that they intended to build both structures essentially simultaneously. It is interesting that their initial schedule showed that they only intended to build a portion of the piers concurrently with the construction of the new Halsey Street structure. Subsequent schedules, however, namely the CPM schedules did show that the contractor contemplated that if it followed the early start dates that it would in fact build the two bridges concurrently.

The jury was very unsophisticated. The facts were very difficult and would have taken three to four weeks to put on.

There was a substantial amount of risk in trying the case in my opinion. The risk mainly centered around the fact that the contractor would have the "industry" come in and testify that our plans were ambiguous. More than one witness would have testified that according to the industry standard, that we should have flagged the conflict as a part of the plans.

Moreover, as indicated above, they would be able to show that our own people had recommended flagging but for whatever reason failed to put the note on the plans.

In light of the substantial exposure, I recommended that we pursue settlement further.

Largely as a result of the judge's intervention and pressure on both parties were able to reach a settlement in the amount of $337,500.

I will not attempt to justify the dollar amount except insofar as saying that there was substantial exposure.

One of the ways to look at the settlement is that we did, in fact, have approximately $138,000 of the contractor's money since 1980. Looking at interest on this at 18% since 1980 would mean that should the contractor recover just his liquidated damages with interest, that his claim would be approximately $200,000.

On top of this, should the jury buy any of the argument that the delay was in fact caused by the state, it would be easy for the jury to go as high as $1 million but probably closer to the $500-600,000 range.

While I felt that our chances were good, as in every case there is a risk.

LEGAL AUTHORITIES

I should note that we did try to win some of the issues on a legal argument. We did file a Motion for Summary Judgment. I will ask Construction to send a copy of the Summary Judgment to you. The court did listen to arguments the first day of trial but refused to grant any of the state's Motions at that time.

TW:mj
cc: O. B. Jackmond

8519

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I 205-7(40)311

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71003

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE: 8-24-83

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

South Banfield Interchange

11. GENERAL DESCRIPTION OF WORK

Supplement #1 to Personal Service Contract

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required and as requested by Mr. Potter's letters of 8-30-83 and 11-23-83 I approve Supplement #1 to the Agreement with VHS Associates, Inc. for the additional work at a TEC of $10,000 which includes an increase of the net fee in amount of $1,200.

It should be noted that the eligibility date cited in my letter of 9-1-83 has been changed to 8-24-83 as requested based on documentation submitted in your letter of 11-23-83.

A signed copy of supplement #1 is returned herewith.

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 12/22

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-16-83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8519

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Personal Services Agreement Supplement No. 1
Project No. I-205-7(40)311
S. Banfield Interchange Section
E. Portland Freeway
Multnomah County

Enclosed is a copy of Mr. Martin's memo of November 14, 1983 which provides information in regards to the subject supplemental agreement with VHS Associates Inc. on the subject project. This additional information is provided in reply to your memo of September 1, 1983 and we trust will now permit approval of the enclosed supplement and increase in new fee.

I further request the return of one copy of the supplement approved for our files.

CL:bkb
Enc.

cc: K. Martin
M. Holmes
J. rose
General Files

Form 734-3122

nig 8519

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(40)311	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon 11-9-83	4. PROGRAM NO.
	5. ITEM NO. 71003
2A. COUNTY NAME Multnomah	

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11-9-83	Interstate 205	Primary 64

10. GENERAL LOCATION:

SOUTH BANFIELD INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Revised cost of legal fees

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's November 1, 1983 letter, I approve the revised cost of legal fees to a TEC of $180,000; Federal Funds $166,048 (SFO #14, Supplement #2).

(Increase TEC $80,000; FF $73,800)

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
11/17

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-9-83	G. K. Hoover	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8519

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-116		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 3	10-18-83	Project Number I-205-7(40)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,903,142.00	$ 8,240,642.00
Federal funds	$ 7,289,855.00	$ 7,601,167.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, Claim Settlement P.A. #21.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

RXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GenFile

Oregon State Highway Division
Salem, Oregon October 12, 1983

Federal-Aid Project No. I-205-7(40)311

S. Banfield Interchange
(N.E. Halsey St. U'Xing & Banfield Fwy. O'Xing) Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Roadway (Sta. 294+00 to Sta. 302+00)

Total of previous estimate of September 8, 1981		$ 2,354,155.00
Additional Items		
Claim Settlement (P.A. #21)	All Required	$ 337,500.00
	Total	$ 2,691,655.00

Type Code X781
N.E. Halsey St. U'Xing Bridge No. 13516 (Sta. 294+84.29)

Total the same as previous estimate of June 30, 1980	$ 2,900,506.00

Type Code X581
Banfield Fwy. O'Xing Bridge No. 13516A (Sta. 296+55 to Sta. 300+81.50)

Total the same as previous estimate of June 30, 1980	$ 1,924,700.80

Subtotal	$ 4,825,206.80
Engineering	723,780.20
Total	$ 5,548,987.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,691,655.00	$ 2,482,782.00	$ 208,873.00
Structure	5,548,987.00	5,118,385.00	430,602.00
Total	$ 8,240,642.00	$ 7,601,167.00	$ 639,475.00

Group 1 100%
Contract No. 8519
Prefix: 626-1097

S. Banfield Interchange
N.E. Halsey St. U'Xing & S. Banfield O'Xing) Section
Nonparticipating Cost-State Work

State Responsibility Damages	$ 3,000.00

8519

State

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OREGON
MONTHLY TRANSACTION NUMBER: 9-271		
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: MULTNOMAH
MODIFICATION NUMBER: 2	9-15-81	Project Number: I-205-7(40)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,882,242.00	$7,903,142.00
Federal funds	$ 7,271,367.00	$7,289,855.00
Other revisions		

This modification is made for the following reasons: To include approved funds for reimbursement to defend against law suit filed by Contractor (SFO #14)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September , 1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

ASST. STATE HIGHWAY ENGINEER
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: Dale E. Wilken

rm PR-2A
. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon September 8, 1981

FEDERAL AID PROJECT
NO. I-205-7(40)311

S. Banfield Interchange
(NE Halsey St. U'Xing & Banfield Fwy. O'Xing) Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Roadway (Sta. 294+00 to Sta. 302+00)

Total of previous estimate of June 13, 1980	$2,334,155.00
Reimbursement to defend against lawsuit filed by Contractor (S.F.O. #14)	20,000.00
	$2,354,155.00

Type Code X781
N.E. Halsey St. U'Xing Bridge No. 13516 (Sta. 294+84.29)

Total the same as previous estimate of June 30, 1980	$2,900,506.00

Type Code X581
Banfield Fwy. O'Xing Bridge No. 13516A (Sta. 296+55 to Sta. 300+81.50)

Total the same as previous estimate of June 30, 1980	$1,924,700.80
SUBTOTAL	$4,825,206.80
Engineering	723,780.20
TOTAL	$5,548,987.00

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$2,354,155.00	$2,170,915.00	$182,340.00
Structure	5,548,987.00	5,118,940.00	430,047.00
TOTAL	$7,903,142.00	$7,289,855.00	$612,387.00

Group 1 - 100%
Contract No. 8519
Prefix - 626-1097

S. Banfield Interchange
(N.E. Halsey St. U'Xing & S. Banfield O'Xing)Section
Non Participating Cost-State Work

State Responsibility for Damages	All Required	$ 3,000.00

8519

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-275		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	6-18-80	Project Number I-205-7(40)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,375,549.00	$ 7,782,242.00
Federal funds	$ 6,803,205.00	$ 7,271,367.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities, and additional work under Price Agreements and increase in Construction Engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of June , 19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By XX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 13, 1980

Federal Aid Project
No. I-205-7(40)311

S. Banfield Interchange
(NE Halsey St. U'Xing & Banfield Fwy. O'Xing) Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010

Roadway (Sta. 294+00 to Sta. 302+00)

Subtotal of previous estimate of June 14, 1977 $1,780,179.00

Previous Estimate

Temporary Signs	482 Sq. Ft.	7.00	$ 3,374.00
Temporary Barricades	16 Each	100.00	1,600.00
Temp. Con't Rail Traffic Barricades	400 Lin. Ft.	7.50	3,000.00
Temp. Concrete Barriers	2,225 Lin Ft.	10.00	22,250.00
Temp. Impact Barrier Modules	9 Each	400.00	3,600.00
Embankment Foundation Excav.	7,933 Cu. Yd.	1.00	7,933.00
General Excavation	312,000 Cu. Yd.	1.30	405,600.00
Trench Excavation	1,230 Cu. Yd.	6.00	7,380.00
Bituminous Base Mixture	2,400 Ton	12.00	28,800.00
1"-0 Aggregate Base	5,200 Ton	6.50	33,800.00
Class "B" or "C" Asph. Conc. Mix	4,100 Ton	12.00	49,200.00
36" Sewer Pipe	270 Lin. Ft.	50.00	13,500.00
Concrete Manholes	8 Each	1200.00	9,600.00
Concrete Walks	85 Sq. Yd.	20.00	1,700.00
			$ 591,337.00

Revised Estimate

Temporary Signs	826.5 Sq. Ft.	7.00	$ 5,785.50
Temporary Barricades	32 Each	100.00	3,200.00
Temp. Cont. Rail Traf. Barricades	815.5 Lin. Ft.	7.50	6,116.25
Temp. Concrete Barriers	2,637 Lin. Ft.	10.00	26,370.00
Temp. Impact Barrier Modules	63 Each	400.00	25,200.00
Embankment Foundation Excavation	25,853.64 Cu.Yd.	1.00	25,853.64
General Excavation	376,000 Cu. Yd.	1.30	488,800.00
Trench Excavation	1,486.36 Cu. Yd.	6.00	8,918.16

Bituminous Base Mixture	3,022 Ton	12.00	36,264.00
1"-0 Aggregate Base	5,395 Ton	6.50	35,067.50
Class "B" or "C" Asph Conc. Mix	4,511 Ton	12.00	54,132.00
36" Sewer Pipe	890 Lin. Ft.	50.00	44,500.00
Concrete Manholes	9 Each	1,200.00	10,800.00
Concrete Walks	670 Sq. Yd.	20.00	13,400.00
Cons't Pioneer Haul Road (P.A. #2)		All Required	550.00
Cons't CL-6 Chain Link Fence (P.A.#2)	618 Lin Ft	5.50	3,339.00
Construct Sound Wall (P.A. #3)	755 Lin. Ft.	15.10	11,400.50
Embankment in Place (P.A. #13)	37,910 Cu. Yd.	1.30	49,283.00
			$ 848,429.05

Increase	$ 257,092.05
SUBTOTAL	2,037,271.05
Engineering	295,983.95
TOTAL	$2,333,255.00

Type Code X781

N.E. Halsey St. U'Xing Bridge No. 13516 (Sta. 294+84.29)

Subtotal of previous estimate of June 14, 1977 $2,874,360.00

Previous Estimate

Furnish HP 12X53 Steel Piling	24,854 Lin. Ft.	7.00	$ 173,978.00
Drive Steel Piles	34,252 Lin. Ft.	1.00	24,252.00
			$ 198,230.00

Revised Estimate

Furnish HP 12X53 Steel Piling	27,747 Lin. Ft.	7.00	$ 194,229.00
Drive Steel Piles	27,147 Lin. Ft.	1.00	27,147.00
			$ 224,376.00

Increase	$ 26,146.00
TOTAL	$2,900,506.00

Type Code X581

Banfield Fwy. O'Xing Bridge No. 13516A (Sta. 296+55 to Sta. 300+81.50)

Subtotal of previous estimate of June 14, 1977 $1,898,105.00

Previous Estimate

Furnish HP 12X53 Steel Piling	10,294 Lin. Ft.	7.00	72,058.00
Drive Steel Piles	10,142 Lin. Ft.	1.00	10,142.00
			$ 82,200.00

Revised Estimate

Furnish HP 12X53 Steel Piling	11,831 Lin. Ft.	7.00	$ 82,817.00
Drive Steel Piles	11,676 Lin. Ft.	1.00	11,676.00
2 inch Conduit (P.A. #15)	870 Lin. Ft.	6.55	5,698.50
3 inch Conduit (P.A. #15)	870 Lin. Ft.	9.89	8,604.3
			$ 108,795.80

Increase	$ 26,595.80
TOTAL	$1,924,700.80
SUBTOTAL	$4,825,206.80
Engineering	723,780.20
TOTAL	$5,548,987.00

Retain in Program Status
(Not included in totals below)

Revise Halsey St. Traffic Signals	All Required	$ 35,000.00
Furnish & Install Strain Gates-Halsey St.	All Required	7,500.00
Install Water Line (Hazelwood District)	All Required	55,000.00
Work by Union Pacific Railroad	All Required	35,000.00

SUMMARY OF FUNDS (92.25%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,333,255.00	$2,152,427.00	$180,828.00
Structure	5,548,987.00	5,118,940.00	430,047.00
TOTAL	$7,882,242.00	$7,271,367.00	$610,875.00

Group 1-100%
Contract No. 8519
Prefix 626-1097

S. Banfield Interchange
(NE Halsey St. U'Xing & S. Banfield O'Xing) Section
Nonparticipating Cost --- State Work

State Responsibility for Damages	All Required	$ 3,000.00

STATE COPY

8

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 6-147	FEDERAL-AID PROJECT AGREEMENT 6-17-77	County: Multnomah
		Project No.: I-205-7(40)311

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Banfield Int. (Halsey-Banfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-77	0.152
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS pro rata 92.24% FEDERAL FUNDS
$ 7,375,549.00	$ 6,803,205.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]
Asst. Deputy State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator 6-17-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon June 14, 1977

Federal Aid Project
No. I-205-7(40)311

S. Banfield Interchange
(NE Halsey St. U'xing & Banfield Fwy. O'xing) Section
E. Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code 0010
Roadway (Sta. 294+00 to Sta. 302+00)

Mobilization	All Required		$ 650,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Temporary Signs	482 Sq. Ft.	7.00	3,374.00
Temporary Barricades	16 Each	100.00	1,600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	400 Lin. Ft.	7.50	3,000.00
Temporary Concrete Barriers, Reflectorized	2,225 Lin. Ft.	10.00	22,250.00
Moving Temporary Concrete Barriers	1,275 Lin. Ft.	2.00	2,550.00
Temporary Impact Barrier Modules	9 Each	400.00	3,600.00
Temporary Plastic Safety Markers	58 Each	100.00	5,800.00
Flagmen	3,000 Hours	17.50	52,500.00
Temporary Standard Guard Rail Member	All Required		2,000.00
Temporary Metal Median Barrier Connection	2 Each	500.00	1,000.00
Move and Reinstall Existing Signs	All Required		3,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	130 Cu. Yd.	5.00	650.00
Embankment Foundation Excavation	7,933 Cu. Yd.	1.00	7,933.00
General Excavation	312,000 Cu. Yd.	1.30	405,600.00
Extra for Selected Granular Fill Material	27,948 Cu. Yd.	1.00	27,948.00
Trench Excavation	1,230 Cu. Yd.	6.00	7,380.00
Finishing Roadbed and Slopes	All Required		20,000.00
Watering	3,600 M-Gal.	5.00	18,000.00
Bituminous Base Mixture	2,400 Ton	12.00	28,800.00
Asphalt in Bituminous Base Mixture	130 Ton	80.00	10,400.00
1"-0 Aggregate Base	5,200 Ton	6.50	33,800.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,100 Ton	12.00	49,200.00
Asphalt Cement in Mixture	340 Ton	80.00	27,200.00
8-inch Sewer Pipe	360 Lin. Ft.	5.00	1,800.00
10-inch Sewer Pipe	112 Lin. Ft.	6.50	728.00
12-inch Sewer Pipe	1,786 Lin. Ft.	10.00	17,860.00
15-inch Sewer Pipe	504 Lin. Ft.	12.00	6,048.00
18-inch Sewer Pipe	175 Lin. Ft.	18.00	3,150.00
36-inch Sewer Pipe	270 Lin. Ft.	50.00	13,500.00

12-inch Culvert Pipe	42 Lin. Ft.	10.00	420.00
18-inch Culvert Pipe	42 Lin. Ft.	15.00	630.00
21-inch Culvert Pipe	42 Lin. Ft.	20.00	840.00
Extra for Pipe Under Pavement	44 Lin. Ft.	12.00	528.00
Concrete Manholes	8 Each	1,200.00	9,600.00
Concrete Inlets Type D	1 Each	500.00	500.00
Concrete Inlets Type P	15 Each	300.00	4,500.00
Concrete Inlets Type G-1	2 Each	500.00	1,000.00
Capping Inlets	2 Each	150.00	300.00
Guard Rail, Type 1	325 Lin. Ft.	5.00	1,625.00
Guard Rail, Type 3	75 Lin. Ft.	15.00	1,125.00
Guard Rail Anchors, Type 1	1 Each	200.00	200.00
Guard Rail Anchors, Type 2	1 Each	250.00	250.00
Rail End Pieces, Type A	2 Each	15.00	30.00
Rail End Pieces, Type C	1 Each	100.00	100.00
Metal Median Barrier Connection	1 Each	250.00	250.00
Concrete Walks	85 Sq. Yd.	20.00	1,700.00
Concrete Curbs	48 Cu. Yd.	125.00	6,000.00
Concrete Barrier	1,236 Lin. Ft.	10.00	12,360.00
Loose Riprap, Class 50	980 Cu. Yd.	10.00	9,800.00
Roadside Mulching	5 Acres	600.00	3,000.00
Roadside Seeding and Mulching	7 Acres	700.00	4,900.00
Roadside Seeding & Mulching (Punch in Straw)	2 Acres	900.00	1,800.00
Roadside Seeding & Mulching (Tack Mulch)	8 Acres	800.00	6,400.00
ILLUMINATION			
Removal of Existing Illumination	All Required		3,500.00
Pole Foundations	All Required		6,000.00
Roadway Lighting Poles & Brocket Arms	All Required		25,000.00
Luminaires and Ballasts	All Required		5,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		17,000.00
			$1,690,029.00

Anticipated Items		
Railroad Protective Costs	All Required	$ 75,000.00
Pavement Striping & Removal (SF)	All Required	2,750.00
Temporary Erosion Control (EW)	All Required	10,000.00
On-the-job Trainees (3@ $800)(EW)	All Required	2,400.00
		$ 90,150.00
	Subtotal	$1,780,179.00
	Engineering	222,522.00
	Total	$2,002,701.00

Type Code X781

N.E. Halsey St. U'xing Bridge No. 13516 (Sta. 294+84.29)

Bridge Removal Work	All Required		$ 200,000.00
Shoring, Cribbing, Etc.	All Required		100,000.00
Structure Excavation	2,200 Cu. Yd.	5.00	11,000.00
Structure Excavation Below Elevations Shown	200 Cu. Yd.	7.50	1,500.00
Furnish HP 12x53 Steel Piling	24,854 Lin. Ft.	7.00	173,978.00

Drive Steel Piles	24,252 Lin. Ft.	1.00	24,252.00
Handling & Preparation of Piling	386 Each	250.00	96,500.00
Structural Concrete, Class 3300 (1030 Cu. Yd.)	All Required		100,000.00
Structural Concrete, Class 4000 (860 Cu. Yd.)	All Required		100,000.00
Structural Concrete, Class 5000 (5800 Cu. Yd.)	All Required		1,151,200.00
Expansion Joint, Type S400	137 Lin. Ft.	100.00	13,700.00
Reinforcement (1,039,000 lb)	All Required		270,000.00
Coated Reinforcement (232,000 lb)	All Required		100,000.00
Prestressing Steel (464,000 lb)	All Required		400,000.00
Reinforced Concrete Bridge End Panels	296 Sq. Yd.	50.00	14,800.00
Bearing Devices, Bents 1 and 5	20 Each	400.00	8,000.00
Two Tube Metal Railing	1,150 Lin. Ft.	35.00	40,250.00
Three Tube Metal Railing	1,225 Lin. Ft.	40.00	49,000.00
Concrete Slope Paving	560 Sq. Yd.	18.00	10,080.00
Slope Paving Curbs	150 Lin. Ft.	10.00	1,500.00
4-inch PVC Pipe	35 Lin. Ft.	5.00	175.00
8-inch PVC Pipe	130 Lin. Ft.	10.00	1,300.00
1½-inch Electrical Conduit	2,375 Lin. Ft.	3.00	7,125.00
			$2,874,360.00

Type Code X581

Banfield Fwy. O'xing Bridge No. 13516A (Sta. 296+55 to Sta. 300+81.50)

Shoring, Cribbing, Etc.	All Required		$ 100,000.00
Structure Excavation	4,700 Cu. Yd.	5.00	23,500.00
Structure Excavation Below Elevations Shown	400 Cu. Yd.	7.00	2,800.00
Furnish HP12x53 Steel Piling	10,294 Lin. Ft.	7.00	72,058.00
Drive Steel Piles	10,142 Lin. Ft.	1.00	10,142.00
Handling & Preparation of Piling	152 Each	250.00	38,000.00
Structural Concrete, Class 3300 (3535 Cu. Yd.)	All Required		250,000.00
Structural Concrete, Class 5000 (5520 Cu. Yd.)	All Required		650,000.00
Expansion Joint, Type SA400	434 Lin. Ft.	230.00	99,820.00
Reinforcement (1,124,500 lb)	All Required		250,000.00
Coated Reinforcement (302,000 lb)	All Required		120,000.00
Prestressing Steel (380,000 lb)	All Required		200,000.00
Bearing Devices, Bents 1 and 4	32 Each	300.00	9,600.00
Bearing Devices, Bents 2 and 3	8 Each	2,600.00	20,800.00
Concrete Slope Paving	670 Sq. Yd.	18.00	12,060.00
Slope Paving Curbs	70 Lin. Ft.	10.00	700.00
4-inch PVC Pipe	180 Lin. Ft.	5.00	900.00
3/4-inch Electrical Conduit	145 Lin. Ft.	5.00	725.00
1-inch Electrical Conduit	660 Lin. Ft.	4.00	2,640.00
1½-inch Electrical Conduit	140 Lin. Ft.	6.00	840.00
2-inch Electrical Conduit	1,070 Lin. Ft.	5.00	5,350.00

2½-inch Electrical Conduit	180 Lin. Ft.	10.00	1,800.00
3-inch Electrical Conduit	35 Lin. Ft.	50.00	1,750.00
4-inch Electrical Conduit	1,010 Lin. Ft.	12.00	12,120.00
Metal Median Barrier	500 Lin. Ft.	25.00	12,500.00
			$1,898,105.00
			$4,772,465.00

Anticipated Items			
On-the-job Trainees (12 @ $800)(EW)	All Required		$ 9,600.00
Steel Girder Salvage Credit	310,000 lbs.	0.02	(6,200.00)
			$ 3,400.00
	Subtotal		$4,775,865.00
	Engineering		596,983.00
	Total		$5,372,848.00

Length of Roadway	0.071 miles
Length of Structure (1)	0.081 miles
TOTAL	0.152 miles

Retained in Program Status (Not included in totals below)		
Revise Halsey St. Traffic Signals	All Required	$ 35,000.00
Furnish & Install Strain Gages - Halsey Street	All Required	7,500.00
Install Water Line (Hazelwood Water Dist.)	All Required	55,000.00
Work by Union Pacific Railroad	All Required	35,000.00

Summary of Funds 92.24%

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,002,701	$1,847,291	$155,410
Structure	5,372,848	4,955,914	416,934
Total	$7,375,549	$6,803,205	$572,344

Group No. 1 100%
Contract No. 8519
Prefix 626-1097

S. Banfield Interchange
(NE Halsey St. U'xing & S. Banfield O'xing) Section
Nonparticipating Cost -- State Work

State Responsibility for Damages	All Required	$ 3,000.00

8519

5

STATE OF OREGON
Construction Section

INTEROFFICE MEMO

378-6318

FILE: CON 5

TO: E. L. Hardt
Metro Region Engineer

DATE: October 13, 1983

FROM: Keith L. Martin
Contract Claim Coordinator

SUBJECT: Project Record Retention
S. Banfield Interchange
Contract No. 8519

Litigation involving the subject project has been resolved and you may now resume normal record retention and destruction policy.

KLM:mk
keith/2

cc: Bob Shotwell
Walt Hart
Tim Wood
Robert Bothman
Ed Johnsen
Jack Sullivan
Jack Sollis
Paul Hailey
Phyllis Lannigan
J. H. Versteeg
Ed Hunter
Robert Gormsen

RECEIVED
TECHNICAL SERVICES
OCT 17 '83
REFER TO
FOR
Info | Invest | R/D | b/h | Sect | Ref | File

8511

Consent Calendar
5(a)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: October 3, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S. Banfield Interchange (NE Halsey U'Xing.
and Banfield Fwy. O'Xing.) Section
East Portland Freeway, Multnomah County
Contract No. 8519

This federal aid project was completed in July 1980 with less than one percent overrun of the project authorization evident at that time. It is now apparent that the final cost will exceed the project authorization by $547,000 or 7.3 percent.

In March 1981 the contractor initiated litigation claiming damages in excess of one million dollars. After the trial commenced, the assistant attorney general representing the Highway Division was able to negotiate a settlement of $337,500. The cost of preparing a defense in this litigation was approximately $175,000. In addition to these two major items, the remaining $34,500 overrun can be attributed to variations in quantities, miscellaneous change orders, and increased engineering costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $547,000 to a new total of $8,075,762. This matter will be on the consent calendar for your October 11 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

8519

CTC 413

5

STATE OF OREGON
Highway Construction 378-6386 CON 5

INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 30, 1983

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
S. Banfield Intch. (NE Halsey U'xing
and Banfield Fwy. O'xing.)
East Portland Freeway, Multnomah County
Contract No. 8519

This federal aid project was completed in July, 1980 with a less than 1% overrun of the project authorization evident at that time. It is now apparent that the final cost will exceed the project authorization by $547,000.00 or 7.3%.

In March, 1981, the contractor initiated litigation claiming damages in excess of one million dollars. After the trial commenced, the Assistant Attorney General representing the Highway Division, was able to negotiate a settlement of $337,500.00. The cost of preparing a defense in this litigation was approximately $175,000.00. In addition to these two major items, the remaining $34,500.00 overrun can be attributed to variations in quantities, miscellaneous change orders, and increased engineering.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $547,000.00. Also attached is a copy of the Expected Overrun of Project Authorization Form.

OBJ:mk

Attach.

cc: E. L. Hardt
Bob Shotwell
R. D. Church
D. E. Swan

NOTED
H.S.COULTER

21-125-1367

8519

S

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(40)311
S. Banfield Interchange
Personal Services Agreement, Amendment No. 1
(Mr. Potter's ltr, 8-30-83, PRO 6-2)

Date: September 1, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed this supplemental agreement, as submitted with Mr. Potter's letter. In comparing the amendment to the original agreement we do not find evidence that the scope of work has changed. There has been no change in performance time. We believe the added review work would justify an overrun in actual cost, but it does not support an increase in net fee.

The amendment is hereby returned for your further consideration. An eligibility date of August 30, 1983 will be used for Federal reimbursement purposes pending resolution of this issue.

for Dale E. Wilken

Attachment
Amendment, 8-24-83

cc:
OSHD (Mr Potter, Pgm Mgmt)
OSHD (Mr Martin, Const)

RECEIVED
STATE HWY ENGR
SEP 9 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8514

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 30, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Personal Services Agreement Amendment #1
Project No. I-205-7(40)311
S. Banfield Interchange Section
Multnomah County

Enclosed for your approval are two copies of a fully executed Amendment No. 1 to the Personal Services Agreement, between the Oregon State Highway Division and VHS Associates Inc., on the subject project. This Amendment increases the estimated total cost from $30,000 to $40,000 for work under the agreement.

I further request the following:

1) Authorization to proceed with additional work under this amendment as of August 24, 1983, with no increase in total cost or Federal funds on the project at this time.

2) The return of one copy of the Amendment approved for our files.

CL:bkb
Enc.
cc: K. Martin
M. Holmes
J. Rose
General Files

Form 734-3122

8519

August 26, 1983

VBB Associates, Inc.
P.O. Box 6378
San Rafael, CA 94903

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7871

Gentlemen:

Attached for your files is a fully executed copy of an amendment to a personal service contract for additional work in the amount of $10,000 for assistance in a contractor's claim on the South Banfield Interchange, East Portland Freeway, Multnomah County, Contract No. 8519.

Please note that a change has been made and initialed on the amendment.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhm

Att.

bc Keith Martin
Jack Sollis (agree. att.)

Banfield Transitway 1-84

STATE OF OREGON
Highway Construction 378-6509

INTEROFFICE MEMO
FILE: CON 5

TO: Walt Hart
J. H. Versteeg
E. L. Hardt

DATE: August 16, 1983

Keith Martin

FROM: Keith Martin
Contract Claims Coordinator

PERSONNEL SECTION

DEPT

SUBJECT: Trial Date
S. Banfield Interchange
Contract No. 8519
Hensel Phelps vs State of Oregon

A trial date of September 12, 1983 has been set for the subject project. A requested delay was refused by the judge, so this appears to be a firm date.

The trial duration is expected to be two weeks. We will let you know if you will be involved and when you will be involved as soon as possible. In the meantime, be sure you consider this trial when making your schedule.

KM:mk

cc: Ed Johnsen
Paul Hailey
D.O. Christensen
Wilford Beard
Dick Dorn
Robert Shotwell
Lloyd Louderback
Marion Craft
Don Fantz
Ken Limbocker
Wilfred Cole
Jerry Bellin
Larry Yarrow
Dick Fleming
Joe Simpson
Adrian Olson
Ronald Reinkemeyer
Bob Malcolm
Tim Wood

sent original copy to him @
215 Coolidge
Silverton, Or 97381
(873-6625)
8-26-83

Versteeg
Anderson
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RECEIVED
AUG 18 1983
ROAD DESIGN SECTION

Do Not File
Return
Bring Up
Action

HARRISON

81-125-1387

DATE: July 14, 1983

TO: Dale E. Wilken, Division Administrator . CON
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Confidentiality of Certain Oregon Department of Transportation Transmittals to FHWA

The Oregon Department of Transportation is currently involved in a lawsuit on Contract No. 8519, South Banfield Interchange Section, FAP No. I-205-7(40)311. As a part of the discovery process being conducted in accord with Oregon Statutes, one of your employees, together with your files on this project, were subpoenaed for review under deposition. Your files contained a few documents that are not "discoverable" under Oregon Statutes, according to our legal counsel. However, that confidentiality and discoverability protection is possibly lost when these documents are shared with a third party. These few documents were shown to, and copied by, the contractor's attorney during the course of this deposition.

We obviously cannot undo what has been done. However, this event has brought to our attention the need to discuss with FHWA, the ODOT-FHWA relationship in respect to correspondence and document interchanges, particularly concerning those that are, or may become, involved in a lawsuit.

I suggest that an early meeting be scheduled to review this matter.

OBJ:mk st

bc Jack Sollis
C. T. Keasey

STATE OF OREGON

INTEROFFICE MEMO I-84

TO: Ron Reinkemeyer, Lloyd Lauderbach, L. Yarrow, D. Fantz, Dick Fleming, A. D. Olson, Wilfred Beard, John Day, John Bond, Edward Hardt, Marion Craft

DATE: June 6, 1983

FROM: Keith L. Martin
Contract Claims Coordinator

SUBJECT: South Banfield Interchange
Contract No. 8519

1 Versteeg
Anderson
Adams
Macnab
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Wakerlig

RECEIVED
JUN 07 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

I am enclosing a letter from the opposition attorneys for litigation involving a construction claim on the subject project. As you can see, they have requested that you be deposed. I will be in touch later to advise you on time, place and any further information which may be available. If you have any scheduling conflicts during this period, please call me at 378-6509.

KLM:cb

cc: Les Hampton
J. H. Versteeg
Bob Shotwell

81-125-1387

OLES, MORRISON
RINKER, STANISLAW & ASHBAUGH
LAWYERS
SUITE 3208 SEATTLE-FIRST NATIONAL BANK BLDG.
SEATTLE, WASHINGTON 98154
(206) 623-3427

GERALD DE GARMO
OF COUNSEL

STUART G OLES
SETH W. MORRISON
BRUCE T. RINKER
RICHARD M. STANISLAW
DAVID L. ASHBAUGH
DAVID C. STEWART
SAM E. BAKER, JR.
ARTHUR D McGARRY
B MICHAEL SCHESTOPOL
PAMELA D C. LARSON
THEODORE L. PREG
WILLIAM G. JEFFERY

GEOFFREY P CHISM
DANIEL C JACOBSON
MARK T. HIGGINS
RICHARD T BEAL, JR
ROBERT J BURKE
PETER N RALSTON
DAVID H. KARLEN
BRADLEY L. POWELL
JOHN S. RIPER
DOUGLAS S. OLES
MICHELE M. SALES
SARAH WEAVER
JOHN J. MITCHELL

June 3, 1983

Timothy Wood, Esquire
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: Hensel Phelps Construction Co. vs. State of Oregon

Dear Mr. Wood:

This is further to our telephone conversation of Thursday, June 2, 1983.

The following is the list of depositions which we intend to undertake during the weeks of June 13 and 20, 1983. We intend to take the depositions in the order listed. To the extent that any persons are not present employees of the State of Oregon, we will arrange to subpoena them. The deponents are:

Cliff Christianson
G. L. Green
Ron Reinkemeyer
Lloyd Lauderbach
L. Yarrow
D. Fantz
Paul Hailey
Dick Fleming
A. D. Olson
Wilfred Beard
John Bond
John Day
Wilfred Cole
Richard Dorn
Edgar Johnson

Duane Christianson
Kenneth Linbocker
Edward Hardt
Marion Craft

We will discuss, by telephone, the times and places for the taking of these depositions on or after June 6, 1983. By that time you should be able to advise us where various documents are located so that we can arrange the place of the depositions with that in mind.

During the course of our telephone conversation, yesterday you identified five categories of Hensel Phelps personnel whose depositions you wanted to take. The categories as described by you do not readily fit with past or present personnel. Please call so that we may discuss this further and we may more readily identify the sort of information you seek and thereby identify the individual with discoverable matter on that subject.

Your cooperation in these matters is appreciated.

Yours very truly,

OLES, MORRISON, RINKER,
STANISLAW & ASHBAUGH

By Daniel C. Jacobson

DCJ:jo
cc: Hensel Phelps Construction Co.

85.9

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(40)311

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71003

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/6/83

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

South Banfield Interchange

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 6/6/83 the personal service agreement executed by the State and VHS Associates, Inc. for work under the subject project has been reviewed. The agreement is approved and authorization to proceed is granted, however, Federal participation is limited to that work performed for period June 6, 1983 to December 31, 1983 and the net fee will be prorated and paid in proportion to the work for the same period of time.

The above authorization is contingent upon modification of project agreement if additional funds are required and will require copies of the appropriate billings from the Consultant to substantiate the costs in this particular instance.

NOTED ✓
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO
Potter
FOR

Info	Invest	I/D	R	Gen	Acct	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/6/83	[signature]	for Division Administrator

Only to 8/24

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8517

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Projects I-205-7(68)314 & I-205-7(40)311
Contract Nos. 9046 & 8519
Columbia Slough Structure/South Banfield Freeway
East Portland Freeway

Date: May 24, 1983

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur in the claim settlement and mutual release as requested in Mr. Keasey's February 16 and 18, memoranda. This settlement in the amount of $38,000 and granting 13 days additional time concludes all pile driving claims by Hansel Phelps and Foundation Construction Inc. and by Drake and Foundation Construction Inc. for the concrete seal claim on the subject projects.

It is suggested that the claim amount be apportioned to the contracts based on contract costs.

for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1879

May 18, 1983

VHS Associates, Inc.
P. O. Box 6278
San Rafael, CA 94903

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7871

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a personal service contract covering the review of project records related to State Highway Contract No. 8519 on the South Banfield Interchange Project.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Jack Sollis (agree. att.)
Keith Martin (agree. att.)

r11 8519

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-4-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(40)311

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71003

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/14/83

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

South Banfield Interchange Section

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the agreement with VHS Associates, Inc. effective 4/14/83, date approved by OSHD, as requested by Mr. Swan's letter of 3/28/83 and you are authorized to proceed with the necessary work at a TEC of $5,000 Federal Funds $4,610 which includes a net fee of $580.

A singed copy of the Agreement is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 6 '83

Orig to 5/16

REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/4/83	G. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8519

6

April 15, 1983 AGR

VBB Associates, Inc.
P.O. Box 6278
San Rafael, CA 94903

MISC. CONTRACTS and
AGREEMENTS No. 7856

Gentlemen:

Attached for your records is a fully executed copy of a personal service contract for the review of bidding documents on Contract No. 8519, South Banfield Interchange, East Portland Freeway, Multnomah County, and for preparation of a sequence of work.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis (agree. att.)
Keith Martin "

F-19

bc Fred D. Miller — W. E. Schwartz
R. W. Gorsuch — E. L. Hardt
J. L. Sollis — George Bell

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

CORRECTED COPY
IN REPLY REFER TO
FILE NO.: LEG

DATE: April 7, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Hiring of a Consultant for Assistance in the Hensel-Phelps Contractor's Claim
L-7973, Contract No. 8519
South Banfield Interchange

We have pending against the Highway Division a contractor's claim in the amount of approximately $1,200,000 on Contract 8519. It is a complicated lawsuit, and involves an alleged defect in the plans drawn by the Highway Division. It also involves some complicated scheduling procedures involving three structures that were constructed as a part of the contract.

In order to properly defend the State, it will be necessary to hire an engineering consultant, at a cost not to exceed $50,000, to review and analyze the plans and specifications that were drawn by the Highway Division. We have already entered into a small contract (under $5,000) with the party we will want to use later. The consultant will also have to review and analyze the contractor's claims and quantify many of the delay items that the contractor has mentioned in order to determine whether or not there is any validity to this claim. We do not have anyone on our staff that has the qualifications to do this. We have found that it will be rather expensive but very definitely beneficial to hire a consultant to do this.

Because the contractor will be pressing this claim with extremely competent attorneys and a contract analyst, we believe that the expenditure of money for a consultant is justified and in the best interest of the Department. This matter has been cleared with Jack Sollis, Chief Counsel, as well as with Les Hampton and Tim Wood, the two attorneys in the Attorney General's office who will be handling the case on behalf of the Division.

This will be an item on the consent calendar for your consideration at the April meeting.

If you have any questions on this matter, please call Jack Sollis, at 378-4259, and he will be happy to answer any questions you may have.

HSC:st

Form 734-3123

STATE OF OREGON

TO: Memo to the File

DATE: March 31, 1983

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Reason for Selection

The Highway Division's reason for selecting VHS Associates, Inc., and more particularly, Mr. C. C. Swensen, was because often all the persons were interviewed, he was felt to be the most qualified. He also had the ability to be a good witness in the trial of the case. This litigation involves a claim by a Highway Division contractor in the amount of $1,200,000, and is extremely complicated. Aside from the ability to examine the Highway Division's plans and specifications and advise the Highway Division as to their clarity and quality, the individual selected also has the ability to analyze the contractor's claim, if that is found to be necessary, and to quantify the various aspects of the contractor's claim and present himself as a good witness in a trial. From past experience, and from seminars that we have attended, it has become apparent that the ability of a witness to project his or her ideas to the jury is often times more important than the ability to generate a particular idea or philosophy. Witnesses may be the top flight expert in the field, and yet if on the witness stand they are Casper Milktoast, eyes on the floor, very hesitant and unable to project their viewpoints to the jury, they are almost totally worthless to the side they are representing. All of these considerations were looked at very closely and resulted in the selection of VHS Associates to perform this contract.

The reason that we are detailing the selection of VHS Associates is that we contemplate receiving Oregon Transportation Commission approval to enter into a subsequent contract with the same company for probably $40,000 to continue work on this claim. The purpose of this contract is to get the initial phase of their work underway immediately, and will be followed later by another contract which will be forwarded through channels for approval.

JLS:ss

01-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 23, 1983

FROM: Keith Martin, Contract Claims Coordinator
Construction Section

SUBJECT:

Commission Approval for Selection of Consultant on Hansel-Phelps
Contract Claim Case L-7973
Contract No. 8519

I would request that you seek Commission approval and authority to sign a contract at the April meeting to spend, not to exceed $50,000, for the hiring of a consultant to assist in evaluating the claim submitted by the contractor (approximately $1,200,000) and analyze the documents prepared by the Highway Division and, if necessary, assist in the trial of the case.

I have discussed this matter with Jack Sollis, and he suggests that the agenda item for the Commission meeting merely request the approval to spend an amount not to exceed $50,000 to hire a consultant to work with the Construction Section and trial attorneys in the Department of Justice in analyzing the contractor's claim and assisting in trial.

We do not wish to reveal publicly too much of what we are doing in this situation. With this general explanation on the Commission agenda, we can avoid calling too much attention to what we are doing.

Jack Sollis has suggested that a letter be sent to each Commission member explaining the situation. Then, when the matter comes up before the Commission members, the Commission won't raise too many questions publicly that might alert the other side as to what is going on. A draft of the proposed letter to the Commission members is attached.

KM:JLS:ss
Attachment

RECEIVED
STATE HWY ENGR
MAR 24 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8519

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: March 28, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Personal Services Agreement
Project No. I-205-7(40)311
S. Banfield Interchange Section
Multnomah County

Enclosed for your approval are two copies of a fully executed personal services agreement between the State Highway Division andd VHS Associates Inc. for work in connection with the State's legal defense of the contractor claim on the subject project.

I further request the following:

1) Authorization to proceed with work under the personal services agreement as of March 28, 1983 with no increase in total cost or Federal funds on the project at this time.

2) The return of one copy of the personal services agreement approved for our file.

CL:bks
Enc.
cc: Keith Martin
M. Holmes
J. Rose
General Files

Form 734-3122

8519

DATE: March 25, 1983

TO: Oregon Transportation Commission

LEG

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Hiring of a Consultant for Assistance in the Hansel-Phelps Contractor's Claim
L-7973, Contract No. 8519
South Banfield Interchange

We have pending against the Highway Division a contractor's claim in the amount of approximately $1,200,000 on Contract 8519. It is a complicated lawsuit, and involves an alleged defect in the plans drawn by the Highway Division. It also involves some complicated scheduling procedures involving three structures that were constructed as a part of the contract.

In order to properly defend the State, it will be necessary to hire an engineering consultant, at a cost not to exceed $50,000, to review and analyze the plans and specifications that were drawn by the Highway Division. We have already entered into a small contract (under $5,000) with the party we will want to use later. The consultant will also have to review and analyze the contractor's claims and quantify many of the delay items that the contractor has mentioned in order to determine whether or not there is any validity to this claim. We do not have anyone on our staff that has the qualifications to do this. We have found that it will be rather expensive but very definitely beneficial to hire a consultant to do this.

Because the contractor will be pressing this claim with extremely competent attorneys and a contract analyst, we believe that the expenditure of money for a consultant is justified and in the best interest of the Department. This matter has been cleared with Jack Sollis, Chief Counsel, as well as with Les Hampton and Tim Wood, the two attorneys in the Attorney General's office who will be handling the case on behalf of the Division.

If you have any questions on this matter, please call Jack Sollis, at 378-4259, and he will be happy to answer any questions you may have.

HSC:st

bc Fred D. Miller
R. W. Gormsen
J. L. Sollis
W. E. Schwartz
E. L. Hardt
George Bell

3-4-83

nig 8519

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(40)311

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 71003

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2-22-83

8. FEDERAL ROUTE NUMBER: Interstate

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

SOUTH BANFIELD INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Revised cost of legal fees.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's February 24, 1983 letter, this will confirm the advance approval date of February 22, 1983 to revise the cost of legal fees to a TEC of $100,000; Federal Funds $92,248, as provided under FHPM 1-4-2.4. (SFO #14, Supp #1)

(Increase TEC $80,000; Federal Funds $73,800).

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO
Swan
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 3/11

14. DATE: 3-4-83

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

8519

I-84

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/83
Donald L. Root

March 31, 1983 Bid Letting _____ All Clear Deadline

SECTION S. Banfield Intchge.
Highway East Portland Fwy.
County Mult. Region 1
Type of Work G-P-Strs. Funds FAI FAI-X Comb
State OR Consultant ___ Plans Avail. ___ Yes ___ No

~~Note~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X			X
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

Borrow work is hauling out of a recent disposal site.

I-2-5-7(1)(3)(11)

8519

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: January 17, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer F. Frank E. Terpin

SUBJECT: S. Banfield Interchange
E. Portland Freeway (I-205)
Multnomah County

NOTED
E. S. HUNTER

Submitted herewith is a revised surfacing design for the subject project. The funding source for this project will be FAI/FAIX combined funds.

For the portion of the project on the Banfield, this revision increases the thickness of the C.R.P.C.C. pavement from 10 to 11 inches and increases the thickness of Treated Base from 12 to 14 inches on the "New Work" A.C. section. The portion of the project on the Banfield starts at the end of the 39th Avenue-87th Avenue project and extends to the portion completed as part of the N.E. Failing Street-N.E. Hancock Street (N. Banfield Interchange) project.

The revisions are the results of revised truck loading projections and revised factors for converting truck volumes to Equivalent Axle Loadings for Concrete Pavement design. This revised design for the C.R.P.C.C. pavement is based on Darter's Zero Maintenance Procedure. Should any questions arise about this analysis, they will be promptly answered.

Your early approval of the attached design is requested.

FET:JTS:tb-ge
Attachments

cc J. T. Scofield
E. S. Hunter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JAN 17 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

8519.

I-84

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: January 14, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: S. Banfield Interchange
E. Portland Freeway (I-205)
Multnomah County

Attached is a proposed submittal to FHWA for approval of a revised surfacing design for the subject project.

Based on new traffic data, this revision increases the thicknesses of the C.R.P.C.C. Pavement and Treated Base of the "New Work" A.C. section.

JTS:tb

Attachment

cc: J. H. Versteeg
Don Adams

Versteeg
Anderson
Adams
Olsen
Sullivan
Terpin
Tibbetts
Wolking

RECEIVED
JAN 17 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Me Back
Action

REFERRED TO
Board Steudenmeyer
Cole Mann
Erikson Watson
Heger Dorn Leu
Return Please Do File Due
BY FINAL DESIGN ENGINEER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DATE: January 17, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

SUBJECT: S. Banfield Interchange
E. Portland Freeway (I-205)
Multnomah County

Submitted herewith is a revised surfacing design for the subject project. The funding source for this project will be FAI/FAIX combined funds.

For the portion of the project on the Banfield, this revision increases the thickness of the C.R.P.C.C. pavement from 10 to 11 inches and increases the thickness of Treated Base from 12 to 14 inches on the "New Work" A.C. section. The portion of the project on the Banfield starts at the end of the 39th Avenue-87th Avenue project and extends to the portion completed as part of the N.E. Failing Street-N.E. Hancock Street (N. Banfield Interchange) project.

The revisions are the results of revised truck loading projects and revised factors for converting truck volumes to Equivalent Axle Loadings for Concrete Pavement design. This revised design for the C.R.P.C.C. pavement is based on Darter's Zero Maintenance Procedure. Should any questions arise about this analysis, they will be promptly answered.

Your early approval of the attached design is requested.

FET:JTS:tb-ge
Attachments

cc J. T. Scofield

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: S. Banfield Interchange
Highway: E. Portland Freeway I-205
County: Multnomah
Prefix: 626-1909
Project Manager: Curt Duval

Date January 12, 1983
Twenty year
Traffic Coefficient 12.2 (Banfield)
Flexible Pavement Only
18 kip s.a. per day 2144
R Value 16
Frost Penetration ---
CBE Total Requirement 36.5"

STRUCTURAL SECTION
NEW WORK (Banfield)
"BEB" & "BWB" Lines (From west end to approximately Sta. 292, Gore Pt. for "SW" Line)

ACTUAL THICKNESS	COMPONENT	CREDIT
11.0"	Continuously Reinforced Portland Cement Concrete	
6.0"	Treated Base	
17.0"		

"BANF" Line Sta. 292± to Sta. 327±

6.0"	Asphaltic Concrete	12.0"
14.0"	Treated Base	25.0"
20.0"		37.0"

EXISTING ROADWAY (Where Utilized)

6.0"	A.C. Overlay	

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: S. Banfield Interchange

HIGHWAY: E. Portland Freeway (I-205)

COUNTY: Multnomah

"OTHER ROADS"

Section	Line Sta.	*A.C. Wearing Surface*	Treated *Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
C-C	ER 303+50	4.0"	13"	---	31.5"	17.0"
D-D	ER 308+75	4.0"	11"	---	28.5"	15.0"
E-E	Halsey, "EB" 31+50	4.0"	11"	---	28.5"	15.0"
F-F	100th Ave.	4.0"	11"	---	28.5"	15.0"
G-G	"NE 99th", 308+75	4.0"	13"	---	31.5"	17.0"
H-H	"NE 99th" 311+00	4.0"	13"	---	31.5"	17.0"
J-J	"NE 99th" 312+75	4.0"	13"	---	31.5"	17.0"
K-K	"Mult."	4.0"	9"	---	25.0"	13.0"
NE Holladay St.		4.0"	9"	---	25.0"	13.0"
Cul De Sacs		4.0"	9"	---	25.0"	13.0"

C.R.P.C.C. Ramps 10.0" C.R.P.C.C., 6.0" Treated Base

TRAFFIC ANALYSIS

SECTION: S. Banfield Interchange

HIGHWAY: East Portland Freeway (I-205)

COUNTY: Multnomah

29,000 Present ADT (1982)

11.4 Percent Trucks

Banfield(I-205 to 102nd Avenue)

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	850	1.4	1190	1020	36.5	37,230
3	520	1.4	728	624	119.5	74,568
4	110	1.4	154	132	157.0	20,724
5	1720	1.4	2408	2064	296.0	610,944
6	100	1.4	140	120	325.0	39,000
				3,960	TOTAL	

18 kip s.a./day	2144
TOTAL AVERAGE ANNUAL 18 kip s.a.	782466
TWENTY YEAR 18 kip s.a.	15,649,320
Traffic Coefficient	12.5

Using 80% for Design Lane

Design Loadings = 12,519,456
Traffic Coefficient = 12.2

8519

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

January 13, 1983

RECEIVED
STATE HWY ENGR
JAN 14 '83
REFER TO
Schwartz
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

O. B. Jackmond
Contract Administration Engineer
1158 Chemeketa N.E.
Salem, Oregon 97310

Re: Hensel Phelps v. State (DOT)
Multnomah County No. A8103-01726 (L-7973)

Dear Bryant:

Enclosed is a copy of the third amended complaint which is being filed by plaintiff. There is more detail than the earlier complaints and the prayer for the first claim is raised to $900,000. The second claim is for $106,050 withheld for liquidated damages and an additional $32,079 withheld for additional railroad protective charges for a total of $138,129. The railroad protective charges appears to be new item.

Plaintiff has again promised us a large detailed claim within the next few days. I anticipate that it will in fact be received as promised.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
enclosure
cc: H. S. Coulter ✓
Al Harwood
Robert Shotwell
Walter Hart

P.S. Judge Crookham allowed the filing of the third amended complaint. We can still move to strike "new claims", if any. Judge assigned a trial date for the month of June which was the longest delay I could get. LBH

Contain Recycled Materials

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTONOMAH

HENSEL PHELPS CONSTRUCTION CO., a Colorado corporation, Plaintiff, v. STATE OF OREGON, by and through the OREGON STATE HIGHWAY DIVISION and OREGON TRANSPORTATION COMMISSION, Defendants.	NO. A8103-01726 THIRD AMENDED COMPLAINT

FIRST CAUSE OF ACTION

COMES NOW the plaintiff above named, and for a First Cause of Action against the defendants, complains and alleges as follows:

I.

The plaintiff is, and at all times relevant hereto was, a Colorado corporation qualified to do business in the State of Oregon. Plaintiff has paid all licenses, penalties, fees, etc., and has met all other prerequisites to maintenance to this suit.

II.

At all times mentioned herein, the above-named defendants were responsible for the highway system of the State of Oregon.

III.

On or about May 3, 1977, the parties entered into Contract No. 8519 for certain construction work relating to East Portland Freeway and South Banfield Interchange. This contract was awarded pursuant to public and competitive bidding under which the plaintiff was the successful low bidder. Both parties are in possession of a copy of the

contract documents and said contract documents are incorporated hereby by this reference.

IV.

Briefly, the contract between the parties called for construction of a new Halsey Street Bridge over the Banfield Freeway, removal of the old Halsey overcrossing, and construction of a portion of I-205 overcrossing the Banfield Freeway and undercrossing the new Northeast Halsey Street Bridge.

V.

As part of the contract documents, the defendants prepared certain plans and specifications which were presented as accurately showing the physical layout of the work site and describing the work to be performed. By issuing these contract documents the State made an implied warranty that they were true and correct in every particular.

VI.

By issuing these plans and specifications the State also impliedly warranted that if the contract documents were followed, satisfactory performance would result and that the work could be performed as per the plans and specifications.

VII.

The State also expressly warranted that the contract documents were full and complete and workable as designed pursuant to Section 104.01 of the Standard Specifications.

VIII.

Pursuant to the plans and specifications the State was required to set and establish the lines, slopes, grades, bench marks, and other survey controls necessary for the performance of the work. By establishing these survey controls, the State

warranted they were true and accurate and that satisfactory performance could be based thereon.

IX.

Once construction on the job commenced, it became apparent that the State had breached the contract and its express and implied warranties and representations in that the work set forth in the contract could not be performed as specified in the contract documents and as established by the State. The specifics of the State's breach are more fully set forth in paragraph XI and incorporated herein by this reference.

X.

Pursuant to Sections 104.02, 104.04, 105.01, 105.04, 105.08, 105.10, 105.11, 109.04, 109.05, 109.06, and 109.07, the State was required to investigate any deficiencies or errors in the contract documents and/or the State's actions in an impartial manner and make such adjustment as was required in order to overcome those deficiencies. The State was further required to issue change orders or equitable adjustments to compensate the contractor for all additional expenses incurred as a result of those errors and deficiencies.

XI.

The State has breached the contract between the parties as well as its affirmative representations and warranties as to the adequacies of the contract documents and its actions in the following particulars:

(1) The contract called for the eastbound traffic on the Banfield Freeway to be detoured to allow construction of certain piers in the median between the east and west bound lanes of the Banfield Freeway, which peirs are referred to as Bent 3. When the State undertook its contractual obligation pursuant to Sections

203.02 and 504.01, to survey and stake the detour, it was discovered that the detour could not be built as per contract plans and specifications in that it conflicted with the supports for the existing Halsey Street Bridge. Plaintiff requested that the State modify its detour so as to avoid the conflict. The State refused to do so and thereby prohibited plaintiff from completing the contract within the time period set forth in the contract and in accordance with the construction schedule submitted to and approved by the State of Oregon. The State thereby actively interferred with the contractor's performance of the work and increased the contractor's costs. This action by the State caused the contractor to incur extra costs due to the method and manner of construction necessitated by the State's defective design.

(2) Pursuant to the contract documents, the State was required to close certain portions of the Banfield Freeway in order to allow completion of sewer work on the project. Hensel-Phelps required that the freeway be closed from December 22, 1978, through January 2, 1979. The State failed and refused to allow the closure during this period of time in violation of Special Provision 104.05, thereby resulting in impact and delay of plaintiff's contract performance and the incurrence of additional expense in order to compensate for that impact and delay.

(3) Section 105.08 of the contract required the State to establish certain survey controls for the performance of the work. In certain instances, the survey controls established and information furnished by the State were erroneous and required correction after substantial work had been completed. Specifically, (a) on or about March 13, 1978, it was determined that grades given by the State for span 1 of the Halsey Street Bridge were in error and required correction; (b) on or about May 9, 1978, it was determined that the edge of the deck alignment in span 4 of the Halsey Street Bridge was in error by 2 to 4 inches, requiring corrective measures to be taken

throughout span 4 and span 5; (c) on or about May 30, 1978, it was determined that the deck grades given by the State for span 5 of the Halsey Street Bridge were in error and required correction; (d) on or about September 1, 1978, it was determined that the lost deck grades near Point A of the Halsey Street Bridge were in error and required correction; (e) on or about September 6, 1978, it was determined that the lost deck grades near Point B of the Halsey Street Bridge were in error and required correction.

(4) During performance of the work, the State ordered substantial extra work be performed. The majority of such extra work was directed to be performed on a force account basis. In many cases the extra work delayed the project and controlled the pace of critical project activities. The State has failed to adequately and fully compensate the contractor for the additional costs and interferences resulting from the ordered extra work.

(5) Pursuant to the contract documents, both the State and the Contractor anticipated the use of Hancock Drive for hauling embankment material required for the project. Multnomah County refused to allow the State access to Hancock Drive for such hauling and the State directed the contractor to build a haul road. The State's failure to provide access to Hancock Drive and the construction of the haul road severely delayed and impacted the project resulting in additional costs and expenses to the contractor for which the State has failed to provide compensation.

XII.

As a result of the foregoing, plaintiff was delayed in the completion of its contract and incurred additional expense in the performance of the work. The State has failed and refused to compensate Hensel Phelps for this cost as required by the contract and plaintiff has been damaged thereby in an amount to be proven at the time of trial, which amount is approximately $900,000.00.

SECOND CAUSE OF ACTION

For a Second Cause of Action against defendants, the plaintiff hereby incorporates the allegations in the First Cause of Action and further alleges as follows:

XIII.

Section 108.08 of the special provisions of the contract requires that the northbound half of Banfield overcrossing be completed no later than April 1, 1979. It also provides that all work under the contract be completed before the lapse of 900 calendar days.

XIV.

The contract further provides for "liquidated damages" in the amount of $300.00 per day for the contractor's failure to meet either of the deadlines.

XV.

The State has withheld from the final payment to the contractor the amount of $106,050.00 pursuant to this provision of the contract and has withheld an additional $32,079.00 in Railroad Protective Charges for a total of $138,129.00.

XVI.

The liquidated damage provision of the contract is a penalty and void and unenforceable as a result thereof.

XVII.

Notwithstanding the foregoing, the contractor is entitled to an extension of time to complete both portions of the contract pursuant to Section 108 of the Standard Specifications for Highway Construction in the State of Oregon.

XVIII.

Specifically, but without limitation, Hensel Phelps is entitled to twenty-eight (28) days of time extension for adverse weather between January 5 and February 4,

1979. The State has allowed only seventeen (17) days. Hensel Phelps is entitled to six (6) additional days between January 8 and January 13, 1980, as a result of adverse weather.

XIX.

The plaintiff is also entitled to an extension of time for the completion of the work because of causes beyond its control, including the breaches of the contract by the defendant and the active interference of the defendant with plaintiff's completion as set forth in plaintiff's First Cause of Action above. Plaintiff is also entitled to an extension of time due to numerous change orders and extra work ordered by the defendant for which the defendant did not provide adequate time extensions. Specifically, plaintiff is entitled to time extensions for the following items:

(1) Twenty (20) days for the State's denial of the closure of eastbound freeway for sewer work as set forth in paragraph XI(2) above.

(2) Extra work order No. 9 resulted in a twenty (20) day impact on the job.

(3) The State's misdesign of the detour at Bent 3 and subsequent failure to allow a modification of the detour in order to allow construction to proceed as scheduled resulted in a twelve (12) month delay to the job.

(4) Twenty-three (23) days for the State's erroneous survey control and information.

(5) Thirty-five (35) days for the impact, interference and disruption caused by the substantial extra work ordered by the State.

(6) Thirty (30) days for the impact, delay and interference resulting from the State's failure to provide access to Hancock Drive and required construction of the haul road.

XX.

The plaintiff was further delayed by the State's failure to make available the necessary rights-of-way as required by Section 108.13 of the Standard Specifications. Specifically, the State failed to make the right-of-way available for Hensel Phelps to install the detour at Bent 3 and to perform the necessary sewer work in December 1978, which resulted in a total impact of twelve and one-half (12-1/2) months.

XXI.

As a result of the foregoing, the plaintiff is entitled to time extensions for at least as many days for which the State has assessed liquidated damages and Railroad Protective Charges and the State has failed to extend the time for completion of the contract, so as to provide plaintiff with those days.

XXII.

The plaintiff has been damaged by the actions of the defendant in the amount of the "liquidated damages" and Railroad Protective Charges withheld from the contract payment, $138,129.00.

WHEREFORE, having set forth causes of action against the defendant, plaintiff prays for a judgment in its favor as follows:

1. On plaintiff's First Cause of Action against the defendants in an amount to be proven at the time of trial, but which amount is approximately $900,000.00.

2. On plaintiff's Second Cause of Action for a judgment in the amount of $138,129.00.

3. For plaintiff's costs and interests incurred herein.

4. For such other and further relief as the court deems just and proper.

DATED this _____ day of _____, 1982.

BOLLIGER, HAMPTON & TARLOW, P.C.

By _____
Arthur L. Tarlow, OSB #66124
For the Firm
Attorneys for Plaintiff

TRUE COPY CERTIFICATE

I certify this copy(s) of Third Amended Complaint to be a true, exact, complete and correct copy of the original(s) and the document(s) in my opinion is/are well founded in law.

Dated: January 10, 1983.

Attorneys for Plaintiff

CERTIFICATE OF MAILING

I certify that I served Third Amended Complaint on each listed attorney on January _____, 1983, by mailing to each attorney a true, exact, complete and correct copy, certified by me as such, contained in a sealed envelope, with postage paid, addressed to each attorney at his/her regular office address, to-wit:

Les Hampton
Timothy Wood
State of Oregon
Department of Justice
Salem, Oregon 97310

and deposited in the post office at Portland, Oregon, on that day. Between the post office and the address to which each copy was mailed, there is a regular communication by U.S. Mail.

Dated: January ____, 1983.

Attorneys for Plaintiff

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

8519 S. Banfield Intchge Sec of E. Ptld. Fwy. (Grading, paving & struc.) 1977 #2

Item 33

RR 769 8-13-74
RR 875 10-4-77, 7-30-80

8519

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 23, 1982

TO: DONALD R. ADAMS
Final Design Engineer

FROM: ROBERT A. SANDMANN
Project Engineer

File No: 26-1959
(334)

SUBJECT: South Banfield Interchange
Rail Storage Area
Gateway Station

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wehrlig

RECEIVED
SEP 24 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Tri-Met is expecting rail for the LR project to be delivered in November 1982. This is earlier than originally anticipated so as to take advantage of lower shipping costs. The original stockpile area in the Gateway station park and ride lot will not be available until February 1983. In the interim, Tri-Met needs an area for storage of rail and is requesting we reserve the area as shown on the attached sketch No. 1 for temporary storage of rail. The plan is to stockpile the rail in the temporary stockpile area until February 1983 and then move the rail to the permanent stockpile area shown on sketch No. 2.

I have checked with Rob Cameron and Jim McNamee and found out that the area will be clear of all equipment by October 1, 1982.

We have already designated an area to be reserved for the rail welding operation planned to start in February 1983. No change in this area is necessary.

po

cc: Al Harwood - with attachments
Jim McNamee - with attachments
Dave Jones - with attachments
Arvey Nelson - with attachments
Rob Cameron - with attachments

Robert Sandmann

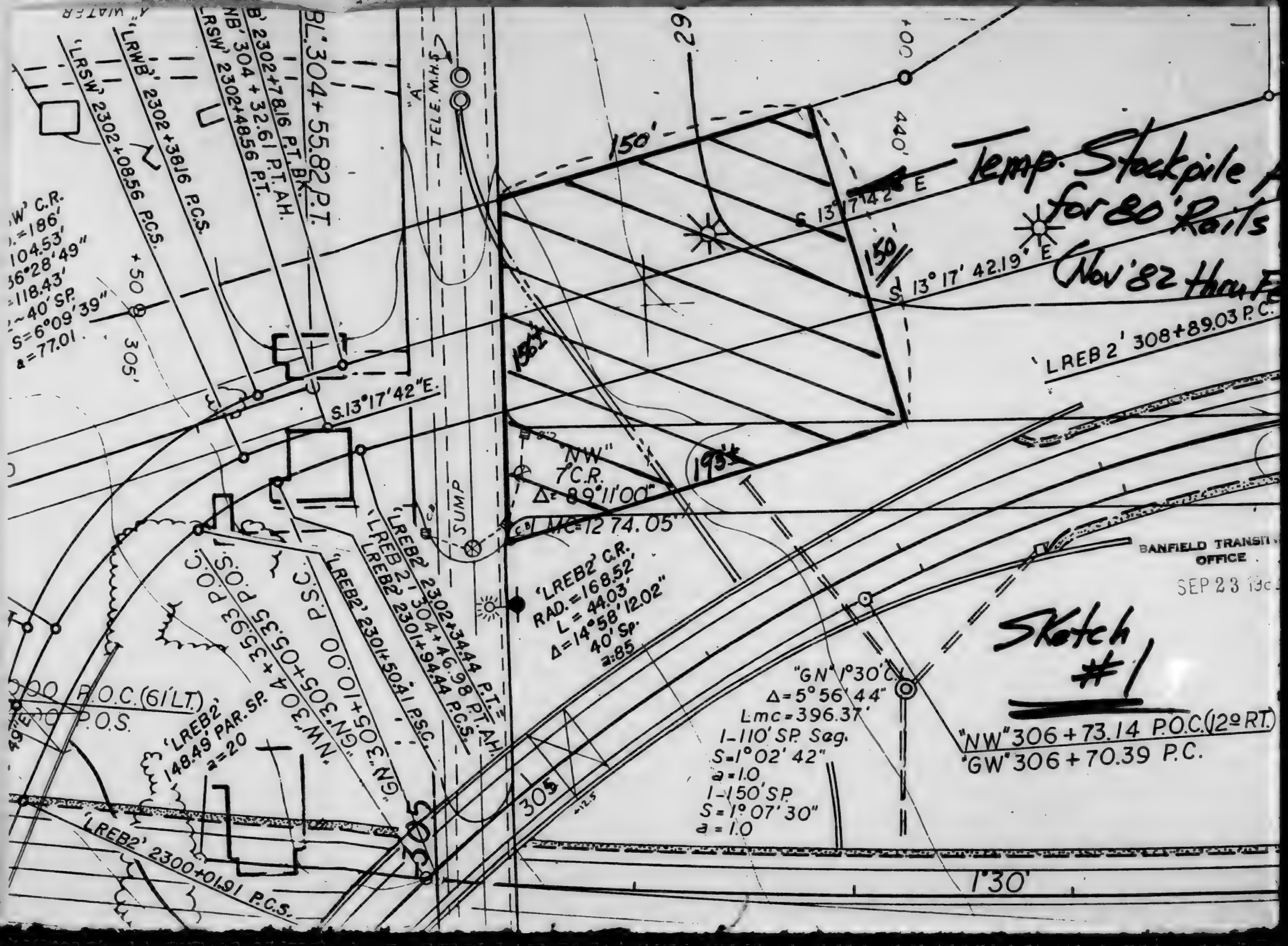
Attachments

REFERRED TO
Beard Stoudenmeyer
Cole / Mann REM
Erikson Watson
Hagar Dorn Leu
(Return) Discuss Do File Due
BY FINAL DESIGN ENGINEER

Al, do you see any problems? I see none so long as the rail is moved by the time the S. Banfield Intchg contractor starts grading. This should be early in the spring of '82. REM

Don, we don't see any problem as long as the rail is moved when the grading operations on S. Banfield start. REM

Any interference?


"LRWB' 2302+38.16 P.C.S.
'LRSW' 2302+08.56 P.C.S.
'LRSW' 2302+48.56 P.T.
'LRWB' 2302+78.16 P.T. B.K.
'LRWB' 304+32.61 P.T. AH.
BL. 304+55.82 P.T.
"A" TELE. M.H.
S.13°17'42"E.
SUMP
'LREB2' 2302+34.44 P.T.
'LREB2' 304+46.98 PT. AH.
'LREB2' 2301+94.44 P.C.S.
'LREB2' 2301+50.41 P.S.C.
'LREB2' 148.49' PAR. SP.
a=20
'GN' 305+10.00 P.S.C.
'NW' 304+35.93 P.O.S.
'GN' 305+05.35 P.O.S.
'LREB2' 2300+01.91 P.C.S.
P.O.C. (61' LT.)
P.O.S.
'NW' C.R.
=186'
104.53'
56°28'49"
=118.43'
~40' SP.
S=6°09'39"
a=77.01
+50
305'
150'
62'
+00
440'
S 13°17'42" E
Temp. Stockpile
for 80' Rails
Nov '82 Haul
S 13° 17' 42.19" E
150'
LREB 2' 308+89.03 P.C.
195'
"NW"
T.C.R.
Δ=89°11'00"
Lmc=12 74.05'
'LREB2' C.R.
RAD.=168.52'
L=44.03'
Δ=14°58'12.02"
40' Sp.
a=85
"GN" 1°30' C.R.
Δ=5°56'44"
Lmc=396.37'
1-110' SP. Seg.
S=1°02'42"
a=1.0
1-150' SP.
S=1°07'30"
a=1.0
305
+12.5
1°30'
BANFIELD TRANSIT
OFFICE
SEP 23 19
Sketch
#1
"NW" 306+73.14 P.O.C. (12° RT.)
"GW" 306+70.39 P.C.

L = 26874'

Temp. Stockpile Area for 80' Rails (Nov '82 thru Feb '83)

'LREB 2' 12° 27' 20" C.R. Δ = 28° 17' 42" = 227.17

'LREB 2' 308+89.03 P.C.

8° C.R.

BL. 304+55.82 P.T.

B' 2302+78.16 P.T. B.K.
NB' 304+32.61 P.T. AH.
SW' 2302+48.56 P.T.

"A" TELE. M.H.'S

150'

400'

S 13° 17' 42" E

150'

S 13° 17' 42.19" E

150'

195'

S.13°17'42"E.

"NW" TCR. Δ = 89°11'00" Lmc = 12 74.05'

'LREB2' C.R. RAD. = 168.52' L = 44.03' Δ = 14°58'12.02" 40' Sp. a = 85

'LREB2' 2302+34.44 P.T. = 'LREB2' 2301+94.44 P.C.S.

'LREB2' 2301+50.41 P.S.C.

SUMP

P.S.C.

'GN' 305+10.00

'NW' 305+04+35.93 P.O.S.

'GN' 305+05+05.35 P.O.S.

9.82' PAR. SP. a = 20

01.91 P.C.S.

305

"GN" 1°30' C.

Δ = 5°56'44"
Lmc = 396.37'
1-110' SP. Sag.
S = 1°02'42"
a = 1.0
1-150' SP.
S = 1°07'30"
a = 1.0

BANFIELD TRANSITWAY OFFICE

SEP 23 1982

Sketch #1

"NW" 306+73.14 P.O.C. (12° RT.)
"GW" 306+70.39 P.C.

"GW" 309+06.37 P.C.S.

"GW"
8° C.R.
Δ = 37° 53' 12.6"
Lmc = 47: 9'
1-200' S.P.
S = 8° 00'
a = 4.0

Q = 1

1'30'

A B C D E F

99th AVE.

N.E. PACIFIC ST.

320

325

ON SITE WELDING PLANT
50 FT. x 300 FT.

Perm. Stockpile area

100 FT.

60 FT. RAILS x 10 RAILS HIGH

STORAGE FOR CWR STRINGS (720' LONG)
20' WIDE x 6 STRINGS HIGH

150'

150'

Temp. Stockpile area for 80' Rails (Nov'82 thru Feb'83)

N. E. 97th

Sketch #2

B • C • D • E • F • G •

99th AVE.

N.E. PACIFIC ST.

320

325

735

ON SITE WELDING PLANT
50 FT. x 300 FT

STORAGE FOR CWR STRINGS (720' LONG)
20' WIDE x 6 STRINGS HIGH

FT. RAILS x 10 RAILS
GH

Temp. Stockpile area
for 80' Rails
150 (Nov'82 thru Feb'83)

N. E. 97th AVE.

Sketch #2

8519

I-84 -

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 6, 1982

TO: JACK SULLIVAN
Specifications Engineer

File No: 26-1959 (410)

FROM: ROBERT A. SANDMANN
Project Engineer

SUBJECT: South Banfield Interchange

Please eliminate the area shaded orange on the attached sketch as being available to contractors for materials and equipment storage or for any use whatsoever.

Tri-Met needs the area for a rail welding contractor to store 720 foot-long strings of welded rail and for the welding shop and rail supply. The rail welding contractor will need the area by February 1983.

The specific limits of the excluded area should be from ~~LRWB 307~~ LRWB 308 by phone 8-9-82 4:00 PM to LRWB 319 between the easterly I-205 right-of-way line and the easterly limits of LRWB roadbed construction.

If you have any questions or need more information please contact me.

Robert A. Sandmann

pa

cc Jim McNamee w/attachment
Arvey Nelson "
Al Harwood "
Marion Craft "
Manit Churanakoses "

1 Versteeg
Anderson
3 Adams
Olson
2 Sullivan JWS
Terpin
Trout
Wakarlig

covered in specs 8/11/82

RECEIVED
AUG 9 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

REFERRED TO
Beard Stoudenmeyer
Cole Mann ASM
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Any Problem? Apparently not. According to Sandmann & Brubaker ASM

Sec. 33, T.1N., R.2E., W.M.

"LREB"
4°05'33"
Ta 10°21'00"
T 201.50'
2-150' SP.
S 3°04'10"
a 2.72837

"LRWB"
4°05'33"
Ta 12°51'00"
T 232.12'
2-150 SP.
S = 3°04'10"
a = 2.72837

"LRWB" 11°27'33 C.A.
Δ 30°47'42"
T 137.70

"LRWB" 308+72.11 P.C.

"NW"
400' SP.
S = 14°00'
a = 1.75

"LRWB" 311+41.85 P.T.

"LRWB" 313+72.25 P.S.

"LR" LINE

S 13°17'42"E

S 17°30'00" W

"NW" 310+17.00 P.C.S.

"NW" 314+17.00 P.T.

"NW"
7° C.R.
Δ-89°11'00"
Lmc = 1274.05'

"LREB" 308+89.03 P.C.

"LREB"
12°27'20" CR.
Δ 28°17'42"
T 115.95

"LREB" 311+16.20 P.T.

S 15°00'00" W

"LREB" 313+81.99 P.S.

"LREB" 315+31.99 P.S.C.

"LREB" 316+34.89 P.C

NE. 97TH. AVE.

"GW"
8° C.R
Δ-37°53'12.6"
Lmc = 473.59'

"GW" 309+06.37 P.C.S.

"GW" 310+56.37 P.T.

"GW" 311+43.98 P.C.S.

"GW"
200' SP.
S-8°00'
a-4.0

"GW" 313+43.98 P.T.

"GW" 313+83.94 P.S.

"GW" 315+63.94 P.S.C.

"GW" 316+89.49 P

S 14°11'00" W

"GN"
150' Sp
S-1°07'30"
a.-1.0

"GN" LINE

"L"
0°24' C.L.
Δ 9°39'00"
T 1209.11'

"L" LINE

"GN" 318+7
"GW" 318+6

"SG"
200' Sp
S 7°00'
a 3.5

"SG" 307+25.86 P.S.

"SG" 309+25.86 P.S.C.

"SG"
7° C.L.
Ta 32°00'
Ts 361.40
Ts 492.01
e.0.10

"SG" 310+03.00 P.C.S.

"SG"
560 Sp
S 19°36'00"
a 1.25

"SG" LINE

"ES" 314+57.96 P.T.

S 5°40' W

"EG" 315+02.80 P.C.

"EG" LINE

EG
10° C.L.
Δ 3°48'00"
T 190.07'

"EG"
"O' C.L.
'56'44"
•396.37

S 13°17'42" E

"LREB" 308+89.03 P.C.

S 13°17'42" E

RIW

440'

540'

570'

+00

+50

+20

310

315

6" Water

4" Water

2" Water

1" Gas

12" 12" 12"

84" Storm Sew

Sec. 33, T1N., R2E., W.M.

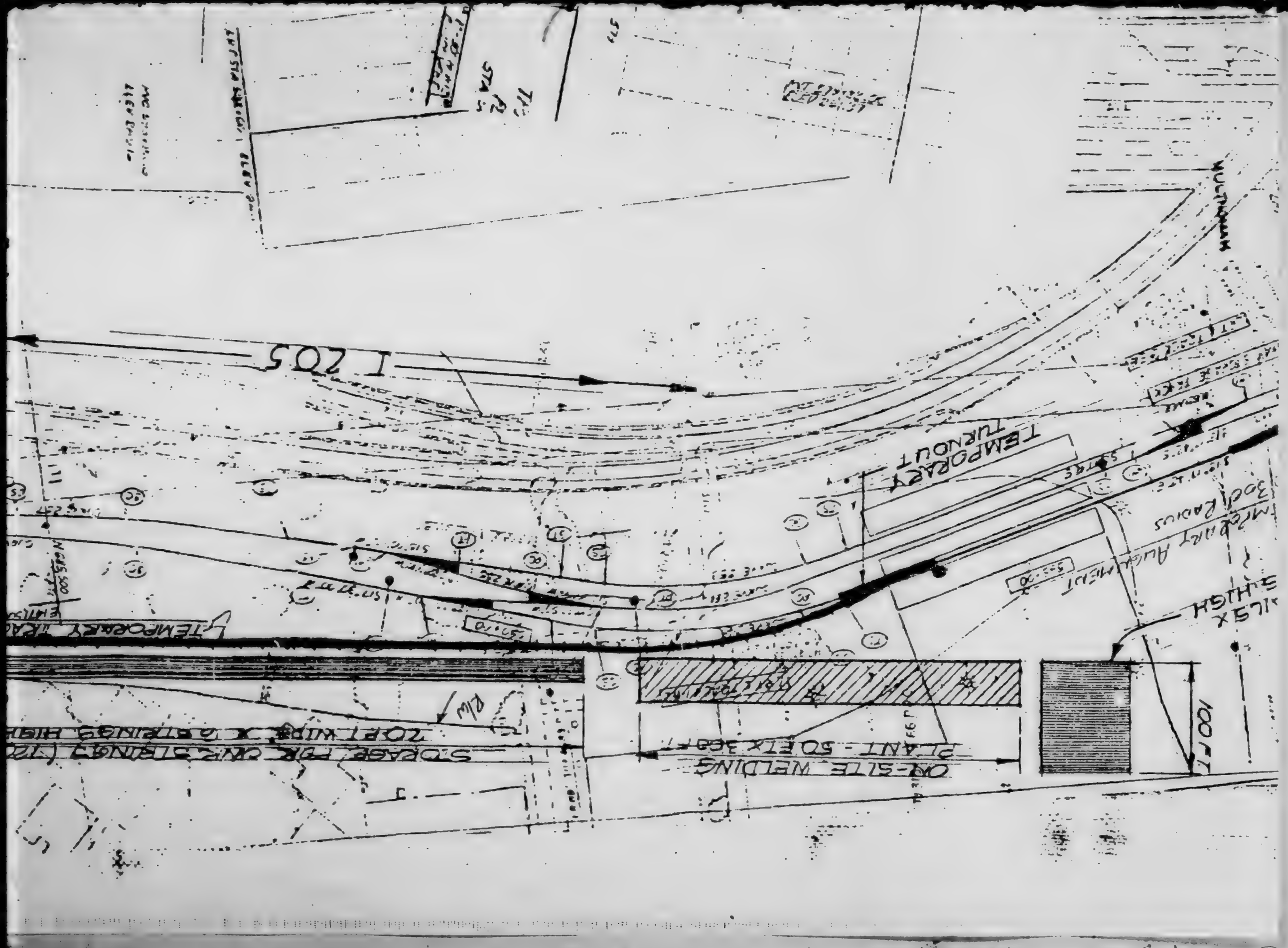
S. BANFIELD
EAST PORTLA
MULTN

FED ROAD Div. No.	STATE
10	OREGO

"LREB"
4°05'33"
Ta 10°21'00"
T 201.50'
2-150' SP.
S 3°04'10"
a 2.72837

"LRWB"
4°05'33"
Ta 12°51'00"
T 232.12'
2-150 SP.
S=3°04'10"
a = 2.72837

"LRWB" 308+73.11 P.C.
"LRWB"
11°27'33 C.R.
Δ 30°47'42"
T 137.30
"NW"
400' SP.
S= 14°00'
a= 1.75
"LRWB" 311+21.85 P.T.
"LRWB" 313+77.23 P.S.
S 17°30'09" W
"LR" LINE
"NW"
7° C.R.
-89°11'00"
mc = 1274.05'
"LREB" 308+89.03 P.C.
"LREB"
12°27'20" CR.
Δ 28°17'42"
T 115.95
"LREB" 311+16.20 P.T.
S 15°00'00" W
"LREB" 313+81.99 P.S.
"NW" 314+17.00 P.T.
"LRWB" 313+27.23 P.S.
"LRWB" 316+31.21 P.S.
"LREB" 315+31.99 P.S.C.
"LRWB" 318+41.21 P.T.
NE. 97TH AVE.
"LREB" 316+34.89 P.C.S.
"LREB" 317+84.89 P.T.
"NW" 310+17.00 P.C.S.
"GW"
8° C.R
Δ=37°53'12.6"
Lmc = 473.59'
"GN"
150' Sp
S=1°07'30"
a=1.0
"GW" 309+06.37 P.C.S.
"GW" 310+56.37 P.T.
"GW" 311+43.98 P.C.S.
"GW"
200' SP.
S=8°00'
a=4.0
"GW" 313+43.98 P.T.
"L"
0°24' C.L.
Δ 9°39'00"
T 1209.11'
"GW" 315+63.94 P.S.C.
S 14°11'00" W
"GW" 313+83.94 P.S.
"GW" 316+89.49 P.C.S.
"GW" 318+57.86 P.S.
"GN" 318+72.49 P.O.T.
"GW" 318+69.49 P.T. (12' Lt.)
"GW" 318+56.5
"GW" 318+41
"GW" LINE
"L" LINE
"EG" LINE
"SG"
560' Sp
S 19°36'00"
a 1.25
"SG"
7° CL
Ta 32°00'
Ts 361.40
Ts 492.01
"SG" 309+25.86 P.S.C.
"SG" 310+03.00 P.C.S.
"ES" 314+57.96 P.T.
S 5°48' W
"EG" 315+02.80 P.C.
EG
1° CL
Δ 3°48'00"
T 190.07'
"EG" 318+82.80 P.T.
"SG" 319+48.12 P.T. (24 Rt.)
"L" 319+24.7
"ES" 319+24.7
1" Water
2" Water
1" Gas
4" Water
6" Water
84" Storm Sew
1½" Wa
AL
EX


I 205
TEMPORARY
TURNOUT
ON-SITE WELDING
PLANT - 50 EX 350 FT
100 FT

I 205

TEMPORARY TURNOUT

ON-SITE WELDING
3' ANT - 50 EX 350'

STORAGE FOR CWE TRAILERS (TOTLINE)
TOTEL WIDE X 8 STRINGS HIGH

TEMPORARY TRACKAGE

8519

L.

ROW 18-4

April 5, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTE
E. S. HUNTER

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation Contract
Hazelwood Water District
Clackamas River-Washington State Line
Utility Project (S. Banfield Interchange Sect.)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Reference is made to my letter of June 15, 1981 which transmitted a copy of the tabulation of bids for the water facility installation and relocation contract let by Hazelwood Water District. A portion of the contract work was to relocate water facilities in conflict with State highway construction. A tabulation of the work to be reimbursed by the State was included.

The tabulation of work to be reimbursed by the State was in error. It was actually a tabulation of the District's share of work. Enclosed is a copy of a revised tabulation that reflects State's actual share of the work. Also enclosed are copies of the original erronious tabulation and the engineer's estimate showing State's and District's shares of work.

Your approval of Federal participation in the actual low bid cost of $32,369.60 for the relocation of District's facilities in conflict with highway construction is requested.

JMC/DES/llr

Enclosures

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
APR 6 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8517

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

June 15, 1981

TO: D. E. Wilkes, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Water Facilities Relocation Contract
Hazelwood Water District
Clackamas River-Washington State Line
Utility Project (S. Banfield Interchange Sect.)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Here is a copy of a tabulation of bids for a water facility installation and relocation contract let by Hazelwood Water District. A portion of the contract work is to relocate facilities in conflict with State highway construction. The contract, with State's concurrence, has been awarded to the low bidder, D. U. Kee Company, for a low bid of $74,825.50. State's share of the low bid is $28,171.90.

Your letter of approval and or authorization (PR 12-40), dated April 3, 1981, approved the contract method for the relocation of the District's facilities at an estimated cost of $24,042.

Your approval of Federal participation in the low bid cost of $28,171.90 for the relocation of the District's facilities in conflict with highway construction is requested.

DES/JMC/llr

Enclosure

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennon

RECEIVED
TECHNICAL SERVICES
JUN 16 '81
REFER TO
FOR
Info Invest R/D

#7319 4-3-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(13)300
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: I-543

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/3/81	Interstate 205	Primary 64

10. GENERAL LOCATION:

Clackamas River - Washington State Line

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Utility adjustment (South Banfield Interchange)

13. REMARKS

As requested in Mr. Swan's letter of 3/26/81 you are now authorized to proceed with the actual adjustments of the water facilities for the Hazelwood Water District. Since the utility is not adequately staffed or equipped to perform the work the contract method is approved at a TEC of $24,042 Federal Funds $22,171.

I approve the agreement with the Hazelwood Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 9'81
REFER TO
FOR
Info | Inves | P/D | D-R | Sign | File

Orig to 4-9-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/3/81	J. K. Haseman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#8519 4-1-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(40)311
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71003

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/1/81	Interstate	Primary 64

10. GENERAL LOCATION:

South Banfield Interchange

11. GENERAL DESCRIPTION OF WORK

Contract Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 3/20/81 I acknowledge the Notice of Contractors Claim. Reimbursement under the provisions of FHPM 1-4-2.4 is approved. TEC $20,000 Federal Funds $18,448. (SFO #14)

RECEIVED
STATE HWY ENGR
APR 8 '81
REFER TO
FOR
Info | Inves. | Br. | Dist. | Sup. | Act | File

4-8-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/1/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#8519

March 30, 1981

The Aetna Casualty & Surety Company
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

COM 5
#8519

Gentlemen:

A post-final payment for $5,400 will be made to Hensel Phelps Construction Co., for work on the South Banfield Interchange Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $6,788,378.54 including the post-final payment. Of this total, $276,263.07 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Hensel Phelps Construction Co.
420 6th Avenue
Greeley, CO 80632

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

bc: C. T. Keasey
Walt Hart
E. L. Hardt

#2519 3-18-81

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

HENSEL-PHELPS CONSTRUCTION CO., a Colorado corporation, Plaintiff,	NO. A8103-01725
vs.	SUMMONS
STATE OF OREGON, by and through the OREGON STATE HIGHWAY DIVISION and OREGON TRANSPORTATION COMMISSION, Defendants.	

TO: David Frohnmayer, Attorney General, Salem, Oregon 97310 AND H. S. Coulter, State Highway Engineer, Dept. of Transportation, Salem, Oregon 97310

IN THE NAME OF THE STATE OF OREGON: You are required to appear and to defend against the complaint filed against you in this case within thirty (30) days from the date of service of this summons upon you. If you fail to appear and to defend, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO DEFENDANT(S): READ THESE PAPERS CAREFULLY!!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff. If you have questions, you should see an attorney immediately.

/s/ Joseph A. Yazbeck, Jr.
Of Attorneys for Plaintiff(s)
For the Firm

STATE OF OREGON)
) ss.
County of Washington)

I, JOSEPH A. YAZBECK, JR., one of plaintiff's attorneys, certify that I have prepared this copy of summons and that I have carefully compared this copy with the original. I further certify that this is a true, exact, complete and correct copy of the original. The post office address at which papers in this action may be served upon plaintiff(s) by mail is: Suite 102, 1600 S. W. Cedar Hills Boulevard, Portland, Oregon 97225.

DATED at Portland, Oregon the 18 day of March, 1981.

Of Attorneys for Plaintiff(s)
For the Firm

Page

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

HENSEL-PHELPS CONSTRUCTION CO., a Colorado corporation, Plaintiff,	)	NO. A8103-01725
vs.	)	COMPLAINT
STATE OF OREGON, by and through the OREGON STATE HIGHWAY DIVISION and OREGON TRANSPORTATION COMMISSION, Defendants.	)	

FIRST CAUSE OF ACTION

COMES NOW the plaintiff above-named, and for a First Cause of Action against the defendants, complains and alleges as follows:

I.

The plaintiff is, and at all times relevant hereto, was, a Colorado corporation qualified to do business in the State of Oregon. Plaintiff has paid all licenses, penalties, fees, etc., and has met all other prerequisites to maintainance of this suit.

II.

At all times mentioned herein, the above-named defendants were responsible for the highway system of the State of Oregon.

III.

On or about May 3, 1977, the parties entered into Contract No. 8519 for certain construction work relating to East Portland Freeway and South Banfield Interchange. This contract was awarded pursuant to public and competitive bidding under which the plaintiff was the successful low bidder. Both parties are in possession of a

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Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

copy of the contract documents and said contract documents are incorporated herein and by this reference.

IV.

Briefly, the contract between the parties called for construction of a new Halsey Street Bridge over the Banfield Freeway, removal of the old Halsey overcrossing, and construction of a portion of I-205 overcrossing the Banfield Freeway and undercrossing the new Northeast Halsey Street Bridge.

V.

As part of the contract documents, the defendants prepared certain plans and specifications which were represented as accurately showing the physical layout of the work site and describing the work to be performed. These contract documents were represented by the State and warranteed by the State to be true and correct in every particular.

VI.

The State also represented and warranteed that the subject work could be performed if the contract documents were followed.

VII.

Once construction on the job commenced, it became apparent that the State had breached the contract and its express and implied warranties and representations in that the work set forth in the contract could not be performed as specified in the contract documents.

VIII.

Pursuant to the contract documents, the State was required

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Telephone 641-7171

to investigate any deficiencies or error in the contract documents in an impartial manner and make such adjustment as was required in order to overcome those deficiencies. The State was further required to issue change orders or equitable adjustments to compensate the contractor for all additional expenses incurred as a result of those errors and deficiencies.

IX.

The State has breached the contract between the parties as well as its affirmative representations and warranties as to the adequacies of the contract documents in the following particulars:

a. The contract called for the eastbound traffic on the Banfiled Freeway to be detoured to allow construction of certain piers in the median between the east and west bound lanes of the Banfield Freeway, which piers are referred to as Bent 3. When the State undertook its contractual obligation to survey and stake the detour it was discovered that the detour could not be built as per contract plans and specifications in that it conflicted with the supports for the existing Halsey Street Bridge. The State refused to modify the detour so as to avoid the conflict and thereby prohibited plaintiff from completing the contract in accordance with the contract schedule and thereby actively interfered with the contractors performance of the work, thus increasing contractor's cost. This action by the State caused the contractor to incur extra cost due to the method and manner of construction necessitated

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Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

by the State's defective design.

b. The contract called for placing of certain foundation piling on the project. The lengths of these piles differed substantially from those anticipated in the contract as a result of the States defective specifications or improper planning and calculations relative to pile lengths. This change in the contract resulted in increased costs to the plaintiff and a delayed completion of the project.

c. Pursuant to the contract documents, the State was required to close certain portions of the Banfield Freeway in order to allow completion of sewer work on the project. The State refused to allow the closure in a timely manner thus resulting in additional costs and delays to plaintiff.

X.

As a result of all of the foregoing, plaintiff was delayed in the completion of his contract and incurred additional expense in the performance of the work. The State has failed and refused to compensate Hensel-Phelps for this cost as required by the contract and plaintiff has been damaged thereby in an amount to be proven at the time of trial which amount is at least $700,000.

SECOND CAUSE OF ACTION

For a Second Cause of Action against the defendants, the plaintiff hereby incorporates the allegations made in the First Cause of Action and further alleges and states as follows:

XI.

Section 108.08 of the special provisions of the contract

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Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

require that the northbound half of Banfield overcrossing be completed no later than April 1, 1979. It also provides that all work under the contract be completed before the lapse of 900 calendar days.

XII.

The contract further provides for "liquidated damage" in the amount of $300 per day for the contractor's failure to meet either of the deadlines.

XIII.

The State has withheld from the final payment to the contractor, the amount of $109,950 pursuant to this provision of the contract.

XIV.

The liquidated damage provision of the contract is a penalty and void and unenforceable as a result thereof.

XV.

Notwithstanding the foregoing, the contractor is entitled to an extension of time to complete both portions of the contract pursuant to Section 108(b) of the Standard Specifications for Highway Construction in the State of Oregon.

XVI.

Specifically, but without limitation, the plaintiff is entitled to an extension of time because of severe weather conditions, strikes, labor disputes and suspension of the work by the State.

* * *

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1400 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

XVII.

The Plaintiff is also entitled to an extension of time for the completion of the work because of causes beyond its control, including the breaches of the contract by the defendant and the active interference of the defendant with plaintiff's completion as set forth in plaintiff's First Cause of Action above. Plaintiff is also entitled to an extension of time due to numerous change orders and extra work ordered by the defendant for which the defendant did not provide adequate time extensions.

XVIII.

The plaintiff was further delayed by the State's failure to make available the necessary right-of-ways as required by Section 108.13 of the standard specifications.

XVIX.

As a result of the foregoing, the plaintiff is entitled to time extensions for at least as many days for which the State has withheld liquidated damages and the State has failed to extend the time for completion of the contract, so as to provide plaintiff with those days.

XX.

The plaintiff has been damaged by the actions of the defendant in the amount of the "liquidated damages" withheld from the contract payment; $109,950.

WHEREFORE, having set forth causes of action against the defendant, plaintiff prays for a judgment in its favor as follows:

1. On plaintiff's First Cause of Action against the

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Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

defendants in an amount to be proven at the time of trial but which amount is at least $700,000.

2. On plaintiff's Second Cause of Action for a judgment in the amount of $109,950.

3. For plaintiff's costs and interests incurred herein.

4. For such other and further relief as the court deems just and proper.

* * *

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BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1700 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

DATED this 13th day of March 1981.

OLES, MORRISON, RINKER
STANISLAW & ASHBAUGH

By /s/
Geoffrey P. Chism

BOLLIGER, HAMPTON & TARLOW

By /s/
Joseph Yazbeck, Jr.
Attorneys for Plaintiff

TRUE COPY CERTIFICATE

I certify this copy of Complaint is a true, exact, complete and correct copy of the original and the document in my opinion is well founded in law.

Dated: March 16, 1981.

Of Attorneys for Plaintiff
For the Firm

BOLLIGER, HAMPTON & TARLOW, P.C.
Attorneys at Law
Suite 102, 1600 S. W. Cedar Hills Blvd.
Portland, Oregon 97225
Telephone 641-7171

8519

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

March 17, 1981

IN REPLY REFER TO
FILE NO.
RECEIVED
STATE HWY ENGR
MAR 18 '81
REFER TO CON 5
FOR
Dist | Engrs | R/D | D/R | Sign | Act | File

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

NOTED
H.S.COULTER

Gentlemen:

Re: Time Extension Request
South Banfield Intch.
Multnomah County
Contract No. 8519
FAP No. I-205-7(40)311

Your request for additional contract time to complete the above referenced project has been carefully reviewed. An analysis of the project and weather records indicates 22 calendar days of weather conditions which were not "reasonably predictable" and which delayed project completion. The remaining days you requested were found to have reasonably predictable weather or caused no actual delay of the project. The February 2, 1980 Statement of Contract Time made an adjustment of five calendar days. These five days are included in the total 22 days of weather related delay and therefore a 17 day increase in the number of calendar days is granted.

The completion date for Phase A is adjusted to noon, May 14, 1979, and the allowable calendar days for Phase B are increased to 920-1/2 days. There remains 217 days of liquidated damages under Phase A. Liquidated damages for concurrent overrun of time on Phase A and B is reduced to 132-1/2 days. There remains a total of 349-1/2 days liquidated damages charged to this project.

If you have any questions on this decision, please contact the Resident Engineer.

Very truly yours,

O. B. Jackmond
for C. T. Keasey
Ass't. State Highway
Engineer

bc: H. S. Coulter/att.
E. L. Hardt/att.
Robert E. Shotwell/att.
Bob Church
FHWA/att.

KM:mk

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 27, 1981

FROM: MARION CRAFT
Region 1 Construction Engineer

SUBJECT: SOUTH BANFIELD INTERCHANGE
Contract No. 8519
Time Extension Request

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JAN 28 1981
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

Attached is a time extension request from Hensel Phelps Construction Company for 67 days based on unusually severe weather during the life of the contract. Bob Shotwell has analyzed each of the months or time periods in which time was claimed by the contractor, and has made his recommendations based on the weather charts, his diary, daily reports, and the work being done at the time.

Bob's recommendation falls in line very closely with the other time extension requests for other contracts that were going on during these periods of cold weather.

The 28 days of unusually cold and unpredictable weather seems reasonable to me, and I concur in Bob's recommendation.

3-4-81

MC/gw
Attachment
cc: Bob Shotwell

CTK -

Recommend granting 22 c.d.
See my comments on Shotwells
summary sheet.

FORM 61-7J4.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

9898 N.E. Handcock Drive

Portland, Oregon 97220

January 22, 1981

FILE:

FROM: Robert E. Shotwell
Resident Engineer

SUBJECT: South Banfield Interchange
Contract No. 8519

TO: Marion Craft
Region Construction Engineer

The contractor request for additional time based on weather has been reviewed. We have investigated the days claimed and enclosed our findings. We have not allowed time claimed on weekends or hollidays as they did not normally work these days. Also days that normal job activity took place were not allowed.

RES/ly

XC: files

UNUSUALLY SEVERE WEATHER SUMMARY

	Claimed*	Valid
November, 1977	= 6 days	5 days
January, 1978	= 4 days	2 days
November, 1978	= 13 days	0 days
December, 1978	= 7 days	3 days
January, 1979	= 18 days	13 days
February, 1979	= 3 days	0 days
December, 1979	= 2 days	0 days
January, 1980	= 10 days	10 days
February, 1980	= 4 days	1 day
TOTAL	= 67 days	35 days

3-4-81

January, 1978 judged to be reasonably predictable. No time recommended.

January, 1980 — total of 6 days judged to be reasonably unpredictable.

Total time recommended = 22 C.D.
Otherwise I agree with Resident's analysis.

OMG

Nov 1977

18 Normal activity

19 Sat NA

20 Sun NA

21 Normal activity.

22 snow - no activity

23 " - Hauling in wood

Jan 1978

1 - Sunday

2 - Holiday

3 - no activity Lee

4 - " "

Nov 1978

Nov 15 Normal activity

19 Nov 24

Dec 1978

All days normal activity

Jan 1979

2 thru 14 no activity due to cold.

15 normal activity

29, 30, 31 " "

18 days clear

2 thru 15 29, 30, 31

Feb 1979

1, 2, 3 normal activity

3 days clear

Dec 1979

1 - sat no activity

31 - normal activity

2 days cl

31

Jan 1980

7 - normal activity

8 thru 11 - no activity due to deep snow

26-31 very little activity due to cold weather.

7 thru 9 , 26 thru 31

Feb 1980

1 normal activity

13 " "

14 " "

15 no activity - ice

4 days clear

1) 12 thru 15

November, 1977

The month was colder than normal, primarily because of November 18 through 23 when temperatures ranged from 9 to 14 degrees below normal. In addition to being cold during this six day period, it snowed 17" on November 22 and there was 5" of snow on the ground on both November 22 and 23.

Therefore, there were 6 days of unusually severe weather for which time should be granted.

December, 1977

This appears to have been a fairly normal month with no unusually severe weather.

January, 1978

Four days of abnormally cold weather with glaze ice on three of those days occurred from January 1 through 4.

Unusually severe weather = 4 days

February, 1978

Normal.

March, 1978

Normal.

November, 1978

This month had below normal temperatures with two major periods (November 10 through 15, and November 19 through 25) ranging from 10 to 15 degrees below normal. High winds also occurred on over half of these abnormally cold days.

Unusually severe weather = 13 days

December, 1978

This month was colder than normal. The period from December 6 through 8 had temperatures ranging from 10 to 13 degrees below normal. It was cold and windy from December 28 through 31 with temperatures averaging 12 to 23 degrees below normal.

Unusually severe weather = 7 days.

January, 1979

This was a very bad month. The first seven days had strong winds and temperatures ranging from 9 to 20 degrees below normal. Below normal temperatures with ice glazing occurred from January 8 through 15 with a major ice storm crippling the area on January 10. Temperatures 10 to 14 degrees below normal occurred again from January 29 through 31 accompanied by strong winds.

Unusually severe weather = 18 days

February, 1979

The first three days of February were a continuation of the bad weather at the end of January with temperatures 6 to 17 degrees below normal and ice glazing on the 3rd.

Unusually severe weather = 3 days

March, 1979

This month had normal weather.

November, 1979

Weather was near normal throughout the month.

December, 1979

Over 20% of the monthly average precipitation fell on December 1. Over 20% of the monthly average again fell on December 31.

Unusually severe weather = 2 days

January, 1980

Temperatures significantly below normal with snow and ice occurred from January 7 through 10. Temperatures again ranged from 11 to 17 degrees below normal from January 26 through 31 with snow and ice on January 31.

Unusually severe weather = 10 days

February, 1980

The first day of the month had temperatures significantly below normal with ice glaze. Temperatures significantly below normal again occurred from February 13 through 15 with icing again on the 15th.

Unusually severe weather = 4 days

March, 1980

Weather for the month appeared to be near normal.

UNUSUALLY SEVERE WEATHER SUMMARY

November, 1977		± 6 days
January, 1978		= 4 days
November, 1978		= 13 days
December, 1978		= 7 days
January, 1979		= 18 days
February, 1979		= 3 days
December, 1979		= 2 days
January, 1980		= 10 days
February, 1980		= 4 days
	TOTAL	= 67 days

...#8519

L.

March 11, 1981

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

COM 3
#8519

Gentlemen:

A post-final payment for $29,500 will be made to Hensel Phelps Construction Co. on Contract No. 8519 for work on the South Bamfield Interchange Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $6,783,278.54 including the post-final payment. Of the total, $276,263.07 is for force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dmc
cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8519

I-84

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 12, 1981

FROM: John T. Scofield, P.E.
Surfacing Design Engineer

SUBJECT: Surfacing Design - South Banfield Interchange Project.

TO: THE FILES

By this memo, I am revising the Surfacing Design on a portion of the South Banfield Interchange section of the East Portland Freeway.

The surfacing design for the following portions of the above project will be 10 inches of continuously Reinforced P.C.C. Pavement with 6 inches of Cement Treated Base:

1. The Banfield Freeway ("BEB & "BWB" Lines) from the west end (approximately station 275) to the gore point for the "SW" Line (approximately Station 292).
2. That portion of the "ES" Line, "SW" Line and "NW" Line that are within this project.

The C.R.P.C.C. pavement on the Banfield Freeway will have the same Surfacing Design as the one being used on the Banfield Transitway Project, with the existing A.C. surfacing providing a base for the C.R.P.C.C. where possible.

The typical section for the three ramps should match the typical sections being used for the Columbia River Bridge - S.E. Powell Blvd. Project.

cc: FHWA
Location Engineer
Construction Engineer
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Project Designer - Al Hansen

1 Verstoeg
2 Anderson
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JAN 12 1982
ROAD DESIGN SECTION

Do Not File
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PW Cy Hansen

FINAL DESIGN ENGINEER

#8519

L.

January 5, 1981

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

COM 5
#8519

Gentlemen:

On December 18, 1980, we wrote to you concerning release of final payment on Contract No. 8519 awarded to Hensel Phelps Construction Co., for work on the South Banfield Interchange Section (Northeast Halsey Street Undercrossing and Banfield Freeway Overcrossing) of the East Portland Freeway in Multnomah County.

Final payment on this contract is $50,490.05 and the total contract amount is $6,753,778.54 including $276,263.07 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dma

cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

The Aetna Casualty & Surety Company
151 Farmington Avenue
Hartford, CT 06115

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8519

L.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LEG

TO: Assistant State Highway Engineers
Region Engineers
Metropolitan Administrator
Branch and Section Heads

DATE: January 2, 1981

FROM: H. S. Coulter
State Highway Engineer

copy
ORG 1-3

The attached trial report, McCarthy v. State (2 cases), in support of a suggestion by Jack Sollis that it be widely distributed, is forwarded for your information.

The thrust of the report shows the damages a jury can assess in an accident case even when the driver of the vehicle had a high blood alcohol level. We don't know at this time what the results of any appeals may be.

HSC:ia

Att.

cc F. B. Klaboe
J. L. Sollis

11-125-1367

RECEIVED
DEC 30 1980
LEGAL

DEPARTMENT OF JUSTICE

Memorandum

TO: Jack Sollis
Assistant Attorney General

DATE: December 26, 1980

FROM: Jack McLean
Assistant Attorney General

SUBJECT: Trial Report: McCarthy v. State (2 cases)
Multnomah County Cir. Ct. Nos. A7804-05507 & A7804-05508
Claimants : Linda and Pete McCarthy
Claim Number: L01625
Date of Loss: July 9, 1977

copy LEG

NOTED
JACK L. SOLLIS

These claims grew out of an automobile accident which occurred July 9, 1977 when a vehicle in which Linda McCarthy was a passenger became impaled on a metal guardrail at a highway construction site. She sued for $2,500,000. Her husband, Pete, sought $250,000 for loss of consortium. The cases were consolidated for trial, which took place in Judge Olsen's court in Multnomah County and on November 25, 1980 resulted in a jury verdict that the accident was caused by negligence of the parties as follows: defendant State of Oregon, 80%; defendant Laneguard, 20%; Linda McCarthy, 0%. Linda's damages were assessed at $1,108,000, her husband's at $75,000.

The construction project involved was the Halsey Street overcrossing of the Banfield Freeway in Portland. The State's contract (with Hansel-Phelps Construction Co.) called for 400' of temporary continuous rail traffic barrier. That was indicated on the plans by a straight line extending along the northern edge of Halsey just west of 100th. Hensel-Phelps subcontracted this work to Laneguard, Inc., and the State dealt directly with the sub. The purpose of the barrier was to protect traffic on Halsey from going north of the curb, which area was to be excavated below ground level as part of the project. (The excavation required removal of a steep-sloped 8' - 10' high hill that began about 2' north of the curb.)

Before the barrier was constructed, Laneguard's representative visited with the resident engineer and pointed out that the hill north of the curb would prevent utilization of the method called for in the plans whereby the uprights (to which the barrier rail is attached) are affixed to wooden beams lying on the ground at right angles to the barrier rail.

The engineer agreed and further agreed to the solution proposed by Laneguard that the uprights be bolted to the curb.

The barrier was erected by Laneguard on June 14, 1977. As constructed, it extended into the gutter south of the north curb line 4-1/2 inches (1 inch being attributable to the projection of the upright over the edge of the curb, and 3-1/2 inches to the width of the rail itself.) The barrier was accepted as having a B type end piece as called for by the plans. Payment was later made to Hensel-Phelps for this work by the State. (There was no evidence that Hensel-Phelps knew of any modification of the plans, other than by virtue of its representative having driven by the area from time to time after the barrier was erected and before the accident.) The next day, June 15, the State told Laneguard to extend the eastern end of the rail around the corner, some 35 or so feet. (This would accomplish the same thing as flaring that end, a treatment that could not be done because of the hill north of the curb.) Unfortunately, the extension had not been accomplished by 11:45 p.m., on July 9 when a westbound car containing Linda McCarthy hit the eastern end of the rail.

The evidence was that although Linda had made a remarkable recovery from near death, her shoulder still did not function right, her front teeth would have to be replaced, she had permanent brain damage which was causing an increasing loss of peripheral vision in both eyes, her memory had not fully returned for the 10-15 years prior to the accident, and her personality had changed, from all of which she had incurred $27,000 of medical bills and lost wages while off work in the amount of $88,000. There was also evidence that her future wage loss, net after taxes, would be $487,000 or $646,000, depending on whether she received an expected promotion.

Defendants in the lawsuits were the prime contractor, the subcontractor, the driver and the State. Just before trial the prime settled for $50,000, and the driver got out for $25,000 (her policy limits) plus $10,000 paid as PIP benefits. While the jury was deliberating, the claims against the State were settled for $70,000. As a result of all of this, judgment has been entered against the subcontractor for the total of both claims, plus court costs, less the amounts paid by the prime, the driver and the State. Laneguard promptly asked for a judgment of contribution against the State, but this was

denied by the trial court. There no doubt will be an appeal of this issue even if the trial aspect of the case is not appealed. Laneguard will argue that the failure of plaintiffs to give it notice of the State's settlement before the jury returned was contrary to the provisions of ORS 18.455, which insulates a settling tort feasor from a contribution claim by joint tort feasor, and that in any event the limits on claims against the State set forth in ORS 30.270 are unconstitutional.

In returning the verdict that it did, the jury apparently was unpersuaded by the argument of Laneguard and the State that the accident was caused solely by the fault of the driver of the car who, as shown by blood alcohol tests, had a .213 blood alcohol leval at the time of the accident, and was likewise unpersuaded that in any event plaintiff Linda McCarthy was contributorily negligent for having ridden with a person she should have known was under the influence of alcohol.

#8519

P

Ætna
LIFE & CASUALTY

151 Farmington Avenue
Hartford, Connecticut 06156

Please add Contract # and file.

#8519

October 8, 1980

Mr. Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

PRINCIPAL: HENSEL PHELPS CONSTRUCTION COMPANY - SOUTH BANFIELD INTERCHANGE SECTION

Thank you for a copy of your letter of September 26, 1980, to Ross Island Sand and Gravel Company regarding an alleged unpaid amount due them in the amount of $7,753.35 on the above-captioned contract.

As a matter of service and for the purpose of investigating this matter, I am forwarding your notice to our local field office to the attention of Harold L. Junkin, Jr., Manager, 899 Logan Street, Denver, CO 80201. A member of Mr. Junkin's staff will review this matter with our principal.

In the meantime, please understand that since our information is limited to the contents of your letter, our attention to this is without prejudice to the position of any of the parties.

Very truly yours,

Joseph Petitta, Analyst
Bond Claim Division
dlt

cc: Ross Island Sand and Gravel Company
H. L. Junkin, Manager, Denver Claim Department

10/13/80
No reply necessary
(JP)

RECEIVED
OCT 10 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8519 5474

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 30 1980
NORMA PAULUS
SECRETARY OF STATE

September 26, 1980

IN REPLY REFER TO
FILE NO.:
CON 5

RECEIVED
SEP 30 1980
NORMA PAULUS
SECRETARY OF STATE

Ross Island Sand & Gravel Co.
P. O. Box 02219
Portland, OR 97202

Attention: Reba R. Greenman
Assistant Secretary

Gentlemen:

This letter acknowledges our receiving your Notice of Claim dated September 15, 1980, in the amount of $7,763.35 for furnishing concrete to Hensel Phelps Construction Company.

Your notice states this is in connection with our Contract No. 8519 for work on the South Banfield Interchange Section (Northeast Halsey Street Undercrossing and Banfield Freeway Overcrossing) of the East Portland Freeway in Multnomah County.

We note that you have filed directly with the Secretary of State and the prime contactor. Copies of our letter and your claim will be sent to the prime contractor and to the surety for their information.

Please notify this office when the claim has been settled.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

bc: Secretary of State - Please note your filing date and number on the enclosed copy of our letter concerning the filing of the attached claim by Ross Island Sand and Gravel.

Notified Bond Co. and Amc
10-2-80

ROSS ISLAND SAND & GRAVEL CO.

September 22, 1980

CERTIFIED-RETURN RECEIPT REQUESTED

Hensel Phelps Construction Company
P.O. Box 1978
Vancouver, WA 98665

✓ C.W. Head, Manager
Comm. Services Section
Dept. of Transportation OSHD
121 Transportation Building
Salem, OR 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Enclosed is a Notice of Claim of Ross Island Sand & Gravel Co. in connection with concrete supplied by it to Hensel Phelps Construction Company on the South Banfield Interchange project.

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Assistant Secretary

rg
enc.

RECEIVED
SEP 23 1980
COMMISSION
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

ROSS ISLAND SAND & GRAVEL CO.

September 15, 1980

Hensel Phelps Construction Company
P. O. Box 1978
Vancouver, Washington 98665

C.W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Notice is hereby given that the undersigned Ross Island Sand & Gravel Co. has a claim in the amount of $7,763.35, for concrete furnished by Ross Island Sand & Gravel Co., against the bond taken from Hensel Phelps Construction, as principal, for work on the project known as So. Banfield Interchange (N.E.Halsey St. Undercrossing and Banfield Freeway Overcrossing) OSHD Contract No. 8519.

ROSS ISLAND SAND & GRAVEL CO.

A. Charles Steinwandel
Executive Vice President
General Manager

RECEIVED
SEP 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

#8519

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. H. S. Coulter
State Highway Engineer

DATE: August 12, 1980

CON 5
8519

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: I-205 Oxing
S. Banfield Intch. Sec.
East Portland Freeway
Contract 8519

A potentially serious problem of differential settlement has developed in bent 3 of the northbound I-205 overcrossing of the Banfield Freeway. The condition must be corrected immediately in order to prevent possible structural distress or failure.

The contractor on the project, Hensel Phelps Construction Co., has completed all contract work and has moved from the site. He will be directed to return and proceed with corrective repairs. It is anticipated that he may ignore the directive.

In that event, we request your declaration of an emergency and authority to solicit quotes from three responsible contractors to do the work, without calling for competitive bids. This authority is delegated to you under Delegation Order No. 23, paragraph 10.

The preliminary estimate is $50,000 for the corrective work which will involve drainage correction and jacking the structure to grade.

Time is of the essence and the repairs must be completed before the start of the Fall rains.

WJH:dh

cc Jack Sollis
C. T. Keasey
E. L. Hardt
Robert Shotwell

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8/12/80

Contains Recycled Materials

8519

1-20540

Robert E. Shotwell
Resident Engineer

August 11, 1980

D. N. Stoudenmayer
Design Engineer Supervisor

South Banfield Interchange
East Portland Freeway
Multnomah County

This is in reply to your narrative on the subject project and more specifically to your comments on Temporary Protection and Direction of Traffic.

It was an oversight on our part that the sequential arrow was not included in the plans. It is now standard practice to do so. On page 22 and 23 of the specifications are general requirements for freeway closures. It is expected that the contractor provide you with his plan for this action which requires your approval. If you are in doubt about the workability of such a plan, feel free to contact Bill Beard and discuss it with him. There are no other guidelines available.

Thank you for the opportunity to review this.

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2 Christensen
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RECEIVED
AUG 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

DNS:ab
cc: Beard, Bill

bc: D. N. Stoudenmayer

REFERRED TO
Beard 1 Stoudenmayer
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BY FINAL DESIGN ENGINEER

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NARRATIVE REPORT

SOUTH BANFIELD INTERCHANGE

CONTRACT NO. 8519

REFERRED TO
Beard Stoudenmayer
Cole Mann
Erikson Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

This project called for the construction of three bridges, excavation and roadway fill.

The excavation was in several locations of the North Banfield Interchange site and was to be hauled via Hancock Drive to the South Banfield site. We found at contract time that the County would not permit us to haul 378,000 Cubic Yards on Hancock Drive, a county road.

Through negotiations initiated by this office, between the County and the contractor it was agreed that a haul road could be constructed immediately west of Rocky Butte Jail and the County Shops. This worked very well and resolved the problem.

Prepare Ltr reply concurring

As the fill progressed south of Hancock Drive we discovered two sumps belonging to Multnomah County these sumps handled excess rainfall from their yard. There was no provisions on the contract to maintain these sumps or indications they even existed.

The sumps were raised and maintained throughout the project. Also no provisions was made to drain water from the storm sewer tunnel constructed just prior to this contract. A 36" pipe was laid to facilitate drainage to the sump areas.

Embankment stabilization was called for the large roadway fill. This was performed on the east side. However, the question was raised as to the practical function of this type procedure and the west embankment was not performed.

The contract called for replacement of the existing Halsey Street Bridge over I-80N and the Union Pacific Railroad tracks with a long sweeping curved post tensioned box girder noth of the old structure.

This bridge called for post tensioning throughout it's lenght of 1, 142.0 feet.

The stressing was done in stages with all strands coupled in the last stages. It is my understanding that this is the longest post tensioned box girder of this type in the state.

The length, grade and horizontal curve created high pressures in grouting and in several instances actually forced grout out the sides of the beams.

The Halsey Bridge was designed with a 6 degree curve with 0 ~~11/~~ NO super. Now a county road with a speed limit of 35 MPH doesn't need full super. The super caused a potentially dangerous situation especially in East Multnomah County known for it's icy conditions. I proposed a median concrete barrier be installed and this was done -- it has been well used.

This structure also called for driven falsework pile. This was a relatively high bridge and falsework calculations and designs by the contractor and his consultant were revised thru meetings many times.

It's worthy to note that our "NEW" Standard Specification requiring a Registered Engineer design are easily circumvented. The contractor simply does his own design and finds a P.E. to sign -- maybe not professional but I believe a common occurrence.

I would encourage the State to adopt and specify the use of the California Falsework Manual a very complete and up to date "State of the Art."

The project called for the installation of a 12" water line thru the Halsey Structure Box Girder for a local water district. In an attempt to perform this work on a Price Agreement I solicited bids from local mechanical contractors.

The low bid was $64,900 however, the pipeline was designed by a private consultant and his estimate was $47,500. Estimates by this office were consistent with the low contractor bid. I relayed this information to Salem and recommended acceptance of the low bid as a good price. My estimate was rejected.

The work was done on EWO under tight supervision at a cost of $102,375.05.

During the course of construction of the Halsey Bridge Salem informed us they wanted to make a change in the illumination. Apparently a new improved lighting fixture called "Steadilux" was now on the market.

With this new fixture less poles were required to reach the same level of lighting. Now at this date all fixtures and poles has already been purchased and were on the job. Most illumination items are set up as lump sum.

To eliminate some switching, foundations, purchase some equipment as surplus etc. creates a nightmare of letters, Extra Work Orders, transfer of charges, Price Agreements, and on and on. I suggest a harder look be given to last minute changes especially in lighting items "Is it really necessary?"

"Traffic Control" --- The Banfield Freeway currently handles about 160,000 cars a day. This means traffic control is a high priority item requiring daily attention. This contract did not require the use of a sequential arrow a vital tool absolutly mandatory on freeway lane closures. We purchased an arrow on a Extra Work Oder maintained it within our crew and paid the contractor on EWO to transport it to and from the job (an awkward business).

The contractor was allowed by spec's to stop traffic between 2:00 A.M. - 5:00 A.M. for 20 minutes during falsework erections. The contractor instead submitted a detour plan that called for detouring West and East Bound traffic to one side and have two way traffic.

His plan was studied by me and Salem and with a few additions accepted. The contractor used portable high level lights at cross-over points and later in the project suggested the use of large illuminated cones to separate traffic. These worked very well and were simply a small storage battery and light in each cone.

As previously stated the spec's allowed for a 20 minute freeway closure. No direction is given The Resident of how this should be done. The Uniform Traffic Control Manual ignores the subject. I believe some guidelines should be set up. Also how about traveling road block where two cars take both lanes with mars lights and slowly come to a stop. This is used for a closure of a minute or two is it an acceptable method? We have used it with good success but are always apprehensive.

Concrete median barrier was used extensively to control traffic during bridge construction. When the barrier has to be moved several times during construction you very quickly lose the concrete shear key on the ends. The close tolerances on this key means that a minor misalignment or small bump destroys the key. I have mentioned this to our design team and suggested the use of pin and loop as a faster more positive connection. This is used in Washington and appears satisfactory.

We also added shoulder rail on the Gateway Off Ramp to protect traffic from an adjacent cut section on the freeway. The leading edge was protected by moving the Fitch Barrel Assembly that was used during stage construction.

Twin Post Tensioned Box Girder Bridges were constructed to carry the main line I-205 over the Banfield Freeway and Union Pacific Railroad tracks.

The construction of these birdges called for realignment of the East Bound Banfield in stage construction.

This realignment req[illegible]ed the removal of the old Halsey [illegible]dge abutment adjacent to the East Bound Banfield. This meant that before bent 3 of the Banfield Structures could be built the new Halsey Bridge had to be under traffic and the old Halsey Bridge along with the conflicting abutment removed.

The contractor claims this was not adequatly shown on contract drawings and has informed us of his intent to claim.

The formal claim has not been received at this writing but will be a large one.

The Northbound Banfield Crossing was to be used to haul excavated material with off highway equipment and was designed to accommodate these kinds of loads.

I have made a study the past year of concrete finishing costs. With a view in mind of cutting these costs and still retaining a pleasing structure. We find that the grinding and sacking costs for a Class I finish are about 60 cents/sq.ft. Some of the large areas that we presently call for Class I finish such as bottom of girders really are not seen by the public. Through negotiations with the contractor a Price Agreement was written to delete grinding and sacking. Only minor finishing and painting was performed on the twin Banfield Structures.

This resulted in a savings of $14,000 in finishing costs. At the present time a committee has convened to study dry finishing costs towards a new specification.

Slope paving on this project was placed by shotcrete or Gunite method with panels separated using treated lumber which was left in place. A new method (new to me) being used in Washington for slope paving using precast "waffle like" section should be investigated. Gives a pleasing appearance and appears to be easier to place.

Contract was completed 366.5 days behind contract time for completion of work.

Robert E. Shotwell
Resident Engineer

8519

Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(40)311
South Banfield Intchge. O'Xing Structure
Multnomah County

Date: August 7, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. C. T. Keasey, Assistant State Highway Engineer

Mr. Schell has just completed an inspection of the Banfield Freeway Overcrossing structure on the above project.

On the northbound structure a settlement of 3 inches has been recorded at Bent 3. Under the roadway just south of Bent 3 there is an 18 inch CMP which has manholes on the edge of the existing eastbound lanes of Banfield Freeway. By recent TV scanning it appears that this pipe is leaking extensively and saturating the foundation material (plastic silt) contributing to the settlement. This is the structure where the heavy hauling is now taking place.

Please initiate corrective measures as soon as possible and advise us of what you plan to do.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 8 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

Thanks for helping us.
R

8519

FILES

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utility Unit
DEPT.

378-6511
TELEPHONE

TO: Robert Gormsen
Commission Services

DATE: July 30, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Supplemental Agreement
S. Banfield Interchange (Phase II)
East Portland Freeway
Multnomah County
R/W File 50574
ODOT Agreement No. RR 875

RAILROAD COMPANIES
RR No. 875

Attached is the State's fully-executed counter-part of a supplemental agreement between Oregon Department of Transportation, Highway Division and the Union Pacific Railroad Company relating to the subject construction project.

RDT:csr
Attachment
cc: G. L. Green, w/copy
J. B. Boyd, w/copy
C. T. Keasey, w/copy
D. E. Swan, w/2 copies
V. E. Skoog, w/copy
E. L. Hardt, w/2 copies

Entered in book

8519 I-205 40 I-N

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8519

APPLYING TO CONTRACT PROJECTS

Order No. 13

Section South Banfield Interchange Date July 22, 19 80

Highway East Portland Freeway F.A.P. No. I-205-7(40)311

County Multnomah Prefix 626-1097 Account No. 290-13

Description of Work To Be Done:

Credit contract No. 8519 with surplus materials purchased at completion of the project. Transferred to Maintenance Holding Account No. 43-4401-190.

TE RECEIVED
UE
SO REGION 1
TO

Location by Station Numbers:

N.A.
Stored on Bridg Decks

Estimate of Quantities and Costs:

2 spans	Expansion Jt. $105.00/Lin. Ft. X 428.35 Lin. Ft.	44,966.25
Stored in Shotwells Storage yard, on Hancock.	2" Acmaseal $3.10/Lin. Ft. X 426.00 Lin. Ft.	1,320.60
	Prima-Lub $26.70/Gal. X 5 Gals.	133.50
	Reinforcing Steel $0.19/lb x 164,826.10 lbs.	31,316.96
	Br. Post for Metal Med. Bar. $27.25/post x 11 posts	299.75
	Treat. G.R. Blocks $4.10/block x 23 blocks	94.30
	6" Channel Iron $3.00/Lin. Ft. X 275 Lin. Ft.	825.00
	CREDIT TO JOB Total	-$78,956.36

Explanation: This material is being transferred to a maintenance holding account and at a later date will be transferred to an on going construction project so that the work deleted on Contract No. 8519 can be completed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$7,528,762.00	
Present estimate of project cost, including $-78,956.36 for work under this order	$7,931,398.12	
Expected ~~XXXXXXX~~ over-run (amount)	$402,636.12	
Expected ~~XXXXXXX~~ over-run (per cent)	5.3	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

9/8/82

9-9-82

SP°79402-734

8519

5434

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 4 1980
NORMA PAULUS
SECRETARY OF STATE

May 30, 1980

IN REPLY REFER TO
FILE NO.: CON 5
#8519

Circle C Construction
1233 N. E. 190th Place
Portland, OR 97230

RECEIVED
JUN 4 1980
NORMA PAULUS
SECRETARY OF STATE

Attention: Everett L. Chew

Gentlemen:

This will acknowledge your letter dated May 28, 1980, and attachments indicating that Hensel Phelps Construction Company owes you for overtime in the amount of $12,936.66 in connection with the South Banfield Interchange Project.

This is in reference to the Hensel Phelps Construction Company Contract No. 8519 for work on the South Banfield Interchange Section of the East Portland Freeway in Multnomah County.

We are sending copies of this letter and your Notice of Claim to the Secretary of State's office for filing. We are also sending copies of this letter to Hensel Phelps Construction Company and their surety.

Please notify this office when the claim has been settled.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, WA 98665

The Aetna Casualty & Surety Company
200 S. W. Market Street
Portland, OR 97201

The Aetna Casualty & Surety Company
151 Farmington Avenue
Hartford, Connecticut 06115

bc: Hon. Norma Paulus
P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter

Mailed Am Cert.
6-12-80 Lmc

RECEIVED
JUN 5 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Circle C Construction
2233 N. E. 136th Pl. 666-7120
PORTLAND, ORE. 97230

May 28, 1980

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, Wash. 98665

RE: Contract #8519
Banfield Interchange

Dear Sir:

This is a statement of claim in the amount of $12,936.66 for the above mentioned job. Please see the enclosed summation.

I would appreciate your immediate attention to this matter.

Very truly yours,

CIRLCE C CONSTRUCTION CO.
Everett L. Chew

ELC/dm
Encl.

cc: Oregon State Highway Dept.

Circle C Construction
1233 N. E. 118th Pl. [illegible]
PORTLAND, ORE. 97230

Jackson
Brian
S. 6310
Bob Stidwell
Region I

January 30, 1980

Hensel Phelps Construction Co.
P. O. Box 1978
Vancouver, Wash. 98668

RE: Job #57735
South Banfield Interchange'

Charges incurred by Circle C Construction Co. for excess overtime on December 27, 1979. Bridge Deck Finish. This was a direct cause by Hensel Phelps Construction Co., for the following reasons:

On Dec. 27, 1979, I went over to the Banfield Bridge to finish the deck. When I arrived there, Hank Keefer was on the bridge. Hensel Phelps had only one concrete pump truck set up for the pour. I asked Hank about this and he said we were making a smaller pour and did not need two trucks. I told him it was a shorter pour but we were still pumping 300' and were on a 97° skew. I told Hank we would have a problem. Hank said another truck would cost them $1,000.00. There were two concrete trucks, #18 & #20, on the job. There was steam coming out of the drums. I asked Hank if the trucks had hot water and he said "yes". I told him that with hot water and pumping with one truck and pumping as far as we were, we would not have a chance to finish the 7½ sack mix they were going to place. Hank said he would shut off the hot water and have the concrete company put in a retardant. This was not done. The concrete tickets show truck #18 arrived on the job two times with hot water, which was load #8 and load #15. All the trucks in between these loads had hot water which amounted to 112½ yards. The first truck started pumping around 8:30 AM and the last truck, #18, arrived at 11:55. It took 3+ hours to place 105 yards. In no way could we get a saleable deck under these conditions. We then took the hard concrete down below grade and started placing concrete without hot water and had no more problems with the pour.

Attached are costs of overtime incurred.

Very truly yours,

Everett L Chew
CIRCLE C CONSTRUCTION CO.
Everett L. Chew

ELC/dm
Encl.

BACKCHARGE TO HENSEL PHELPS

NAME	HOURS	RATE	LABOR	OVERTIME RATE	LABOR	OT RATE	LABOR	TOTAL
GEORGE GREEN	8	[redacted]		2/18.00	36.00	5/24.00	120.00	156 00
GARY CHEW	8			2/17.25	34.50	5/23.00	115.00	149 50
CARL CHEW	7			2½/NAS	106.87			106 87
HOUSTON RUCKER				8/15.00	120.00			120 00
EVERETT CHEW				2/17.25	34.50	6/23.00	138.00	172 50
SUB-TOTAL					331.87		373.00	704 87
40% FRINGE, INS. TAXES							281.94	281 94
[redacted] BIDWELL MACHINE	8	[redacted]		50.00	400.00			400 00
					734.87		654.94	1386 81

Circle C Construction
1233 N. E. 190th Pl. 666 7120
PORTLAND, ORE 972[illegible]

WORK ORDER

TO CO. AGENT

HENSEL PHELPS CONSTRUCTION CO

P. O. BOX 3 GREELEY, COLO A/C 303-8[illegible]

DATE	JOB NO.	REFER TO THIS NUMBER AT STARTING ALL CORRESPONDENCE RELATING TO THIS ORDER	
March 18, 1980	30123		57737 [illegible] 110

JOB NAME South Penfield Interchange

FROM Hensel Phelps Construction Co.

TO CO. AGENT Circle C Construction

THIRD PARTY NOT

CONTRACTOR Circle C Construction

[illegible] AND SEND TO [illegible] HEREBY YOU ARE HEREBY AUTHORIZED TO PERFORM [illegible] THE WORK SEE HEREIN DESCRIBED ON ORDER OF THE UNDERSIGNED

Grinding work per attached invoice #0617 = $720.00

WORK TO COMMENCE _____ WORK TO BE COMPLETED _____ PREDETERMINED CHARGE : 720.00

PAYMENT TO BE BILLED ON BASIS OF T&M AND MATERIALS. PERCENTAGE ADDED TO DIRECT COST SHALL NOT EXCEED [illegible] AND IN NO INSTANCE SHALL THE TOTAL CHARGE EXCEED THE SUM OF. : _____

ACCEPTED FOR

Circle C Construction

1233 NE 19th Place

Portland, OR 97211

ISSUED BY: XX ACCEPTED FOR

HENSEL PHELPS CONSTRUCTION CO.

Contractor

BY _____

APPROVED Lee R. Jones

Project Manager

65598

CHECK NO. 65598

HENSEL PHELPS CONSTRUCTION CO.

P.O. BOX "O"

GREELEY, COLORADO 80631

1. DISCOUNT
2. RETAINAGE
3. ADVANCE
4. DEBIT MEMO
5. CREDIT MEMO
6. OTHER

INVOICE NO.	INV. DATE	GROSS AMOUNT	DEDUCTION	CODE	JOB NUMBER	
EST 10	4/29/80	11617.55	531.34	2	57737	11,086.21
MC 110	3/18/80	720.00	.00		57737	720.00CR
MC 112	5/02/80	1442.75	.00		57737	1,442.75CR
MC 113	5/02/80	7000.00	.00		57737	7,000.00CR
TOTAL		2453.80	531.34			1,922.46

HPCC Form No. 6

HENGEL PHELPS CONSTRUCTION CO.

P. O. BOX 0 GREELEY, COLORADO 80631

Subcontractor's Pay Estimate No. 10

Subcontractor's Invoice No. Your Copy

Subcontractor Circle C Construction

Address 1233 N.E. 190th Place

Portland, OR 97230

Period Ending April 30, 1980

Contract No. 57737-8300

Prepared by Jim Hattersen Date 5-1-80

Dry Finish 18,453.40 less 15,625.99 = $2,827.41 owe

ITEM NO.	DESCRIPTION	UNIT	UNIT PRICE	PREVIOUS APPROVED PAYMENTS QUANTITY	PREVIOUS APPROVED PAYMENTS AMOUNT	THIS PERIOD QUANTITY	THIS PERIOD AMOUNT	TOTAL TO DATE QUANTITY	TOTAL TO DATE AMOUNT
	Float Finish Bottom Slab	sf	0.12	50,632	6,075.84			50,632	6,075.84
	Dry Finish - Halsey Street	sf	0.53	10,292	5,454.76			10,292	5,454.76
	Roadway Finish	sf	0.10	65,044	6,504.40			65,044	6,504.40
	Furnish Finish Machine	sf	0.085	59,140	5,026.91			59,140	5,026.91
	Dry Finish - Banfield Overcrossing	sf	var. .53 max	10,457	5,542.21	8,734	4,629.02	19,191	10,171.23
	Dry Finish - Bottom Soffit				-0-				-0-
	Dry Finish - Inside Rail Face	sf	0.37	2,163	800.31			2,163	800.31
	Extra Work as required by HPCC:								
1.	Patch rock pockets Halsey St.	LS	2,049.50	77%	1,580.94	23%	468.56	100%	2,049.50
2.	Patch Stems	LS	427.56	100%	427.56			100%	427.56
3.	Punchlist Halsey	LS	61.35	100%	61.35			100%	61.35
4.	Extra Work per HPCC	LS			4,322.58		503.65		4,826.23
								Extra Work	7,444.64
	FORCE ACCOUNT:								
	C.O. 123 - Furnish and Install Pre-cast Concrete Median Barrier	FA		100%	1,268.71			100%	1,268.71
	On-The-Job Trainees	hr	0.80	435	348.00	90.5	72.40	525.5	420.40
	C.O. 613 - Rev. Bottom Soff. Fin.	T&M			4,178.76		5,833.92		10,012.68
			TOTAL		41,592.33		11,617.55		58,209.88

*Retainage not held on Extra Work or Force Account ($3,652.00)

Original Contract

Change Order Additions

Change Order Deductions

Total Adjusted Contract

Less 5* % Retainage 2,227.89

Net Earnings To Date 50,981.99

Less Previous Payments 39,895.78

Amount This Estimate 11,086.21

CIRCLE C CONSTRUCTION
1233 N. E. 190th Place
Portland, Oregon 97230

Dry Finish Cost	$18,453.40
Pay shown	15,625.99
Difference	2,827.41
Extra Work Total	13,576.12
Pay shown	7,444.64
Difference	6,131.48
Amount this extimate	11,086.21
Retainage withheld	2,227.89
Total	22,272.99
Less advance	7,000.00-
Less pay this estimate	1,922.46
Balance	13,350.53
Less overpayment for bottom soffit	1,764.17
Less grinding of gutter and south bridge deck	1,443.75
Balance	10,142.61
Plus 720.00 held on grinding of cold joint (North Bridge)	720.00
	10,862.61
Overtime incurred on said pour	1,386.81
	12,249.42
Plus damage to insert (Bidwell 12' extra heavy duty)	600.00
Plus Woodland Park Hospital	70.12
Plus suture removal	17.12
Total	$12,936.66

Ronald L Chew

RECEIVED
COMMISSION

8519

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
5 CONSTRUCTION AND BRIDGE SECTION

SECTION: South Banfield Interchange		WEEK ENDING: May 23, 1980
		SECTION PREFIX: 626-1097
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: South Banfield Interchange	KIND OF WORK: Grade, pave, and Strutures	
CONTRACTOR: Hensel Phelps Construction Co.	CONTRACT NUMBER: 8519	FEDERAL AID PROJECT NUMBER: I-205-7(40)311
DATE OF CONTRACT: May 3, 1977	DATE WORK STARTED: May 24, 1977	ESTIMATED COMPLETION DATE: March 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 00	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS B. 903 1/2	WORK DAYS USED: CALENDAR DAYS USED B. 1053
PROJECT AUTHORIZATION: $7,528,762.00	SPECIFIED COMPLETION DATE: A. Noon on April 27, 1979	PERCENT OF TIME ELAPSED: A. 153 B. 117
EXCLUSIVE OF ENGINEERING: $6,992,947.48	ENGINEERING AUTHORIZATION: $535,819.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $7,155,542.17	ENGINEERING COST TO DATE: $630,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT OVERRUN: -2.3 %	PERCENT OF AUTHORIZATION: 118 %	DATE PROJECT WAS COMPLETED: May 2, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	Halsey St. r	Banfield St. r	Illum.
100	100	100	100	100	100	100	100
			GRADING	Guardrail	bridge removal	traffic protection	PAVING
MILES IN PROJECT			1.11	1.11	1.11	1.11	1.11
MILES PARTIALLY COMPLETED			0	0	0	0	0
MILES COMPLETED			0	0	0	0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			312,000 CY	100 %	100 %	100 %	4,100 T
TOTAL QUANTITIES CORRECTED TO DATE			376,000 CY	100 %	100 %	100 %	4,100 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			376,000CY	100%	100%	100%	4,511 T
AVERAGE DAILY QUANTITIES (this week)			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			347	0	0	0	0
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0

EQUIPMENT USED DURING THE WEEK

No equipment No activity all week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18		0		
MONDAY	19		0		
TUESDAY	20		0		
WEDNESDAY	21		0		
THURSDAY	22		0		
FRIDAY	23		0		
SATURDAY	24		0		

RECEIVED
MAY 27 1980
CONSTRUCTION BRANCH

Kuney, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
18 SUNDAY 5	No Activity.
19 MONDAY	No Activity. Final Inspection by Ed Hardt, Carl Williams, Marion Craft, Cliff Christenson.
20 TUESDAY	Clean up AC adj. to location of removed concrete barrier
21 WEDNESDAY	No Activity rest of week.
22 THURSDAY	
23 FRIDAY	
24 SATURDAY	

REMARKS

STATUS: Second notification is in.

This is the last Field Engineer's Weekly Report on this project.

SIGNED _____ LOCATION _____

Robert E. Shotwell, Resident Engineer

9898 N.E. Hancock Drive
Portland, Oregon 97220

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

8519

I-205
40

K. D. Limbocker
Design Engineer, Metro
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

May 14, 1980

South Banfield Interchange
East Portland Freeway
Multnomah County

In response to the letter dated April 17, 1980, written by L. David Hill of the City of Portland, we have the following comments:

1. Concerning comments on Section K-K, Sheet 20. We can obtain the 34-foot curb to curb width and can conform to the curb exposure. Due to right of way constriction we can not obtain the desired berm width. Also, there is a retaining wall on the left and to obtain the required berm on this side would increase the size and cost of the wall. This is on a dead end street with little or no pedestrain traffic. We feel the additional cost would not be justified. We can and will change the berm width on the right to 5-feet.

2. Concerning comments on cul-de-sac, typical section shown on Section 2E. To obtain the 45-foot curb radius for the cul-de-sac shown on Sheet 5 and 5A would require more right of way and probably displace a residence. Wayne Oberding of the City of Portland approved this cul-de-sac with its built-in 5% cross slope. This was to better access the property to the northwest side of the cul-de-sac and to provide necessary drainage.

   The cul-de-sac on NE Multnomah as shown on Sheet 6A is in conformance with the agreement with Multnomah County.

   On both of the above cul-de-sacs we will increase the berm width from 2-feet to 5-feet, conform to the required curb exposure, and match to the existing street widths.

3. Concerning comments on Sheets 5, 5A, 6A, 7 and 7A. Our remarks above cover these.

NEM:ab
cc: A. L. Hansen
A. D. Olson

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

April 17, 1980

K D LIMBOCKER
ODOT METRO
5821 NE GLISAN
PORTLAND OR 97213

RE: Advanced Plan Review
S. Banfield Interchange
East Portland Freeway
Multnomah County

Dear Ken:

The City Bureaus of Planning, Traffic Engineering, Sanitary Engineering, and Street and Structural Engineering have reviewed the advance plans for the S. Banfield Interchange with the East Portland Freeway sent with your April 1 transmittal letter. The following alterations should be made.

Sheet 2D 7A	Change width of Hassalo Street as shown on Section K-K to 34' curb-to-curb in order to match the existing street width. Change curb height, berm width and slopes to conform with Standard Plan #121 - Residential Street Standard (attached).
Sheet 2E	Change typical sections for cul-de-sacs on Multnomah Street to provide a 50' ROW radius and a 45' curb radius, per Standard Plan #125 - Standard Plan for Residential Streets (attached). Also, change curb height, berm width, slopes per Standard Plan #121.
Sheets 5,5A,6A	Change cul-de-sac on Multnomah Street to a 50' ROW radius and a 45' curb radius. Match existing 34' curb-to-curb width of Multnomah.

TECHNICAL
SERVICES UNIT
APR 2 1980

Sheets 7,7A — Change cul-de-sac on Multnomah Street to a 50' ROW radius and a 45' curb radius. Match existing 36' curb-to-curb width of Multnomah.

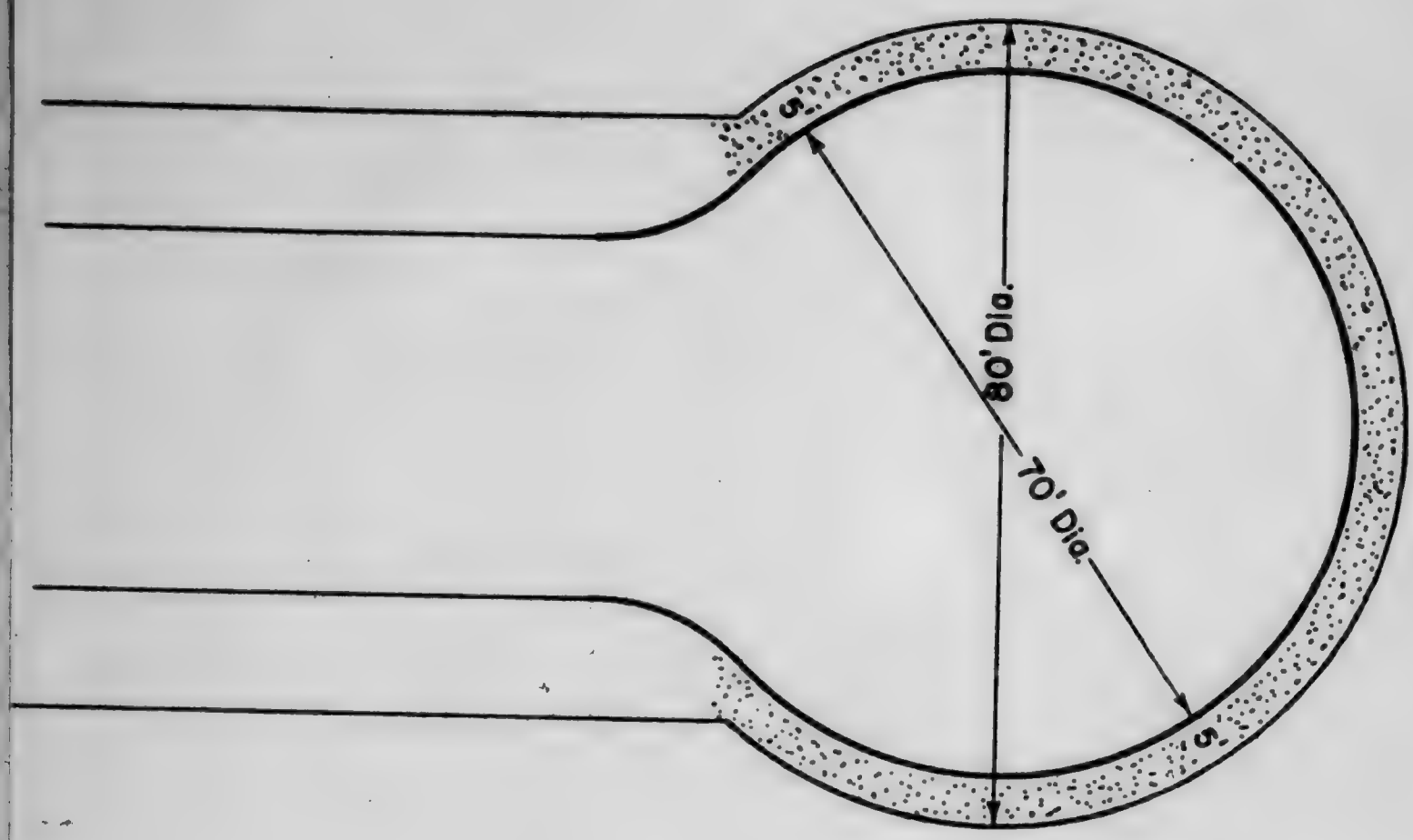
Sincerely,

L. David Hill

L. David Hill, Engineer IV
Program Management Division

STR:lr

Attachments



Concrete for sidewalk and curbs shall be 3000 lb., 2" to 4" slump.

REGISTERED PROFESSIONAL ENGINEER 3544 OREGON Nov. 6th 1953 JAMES L. APPERSON

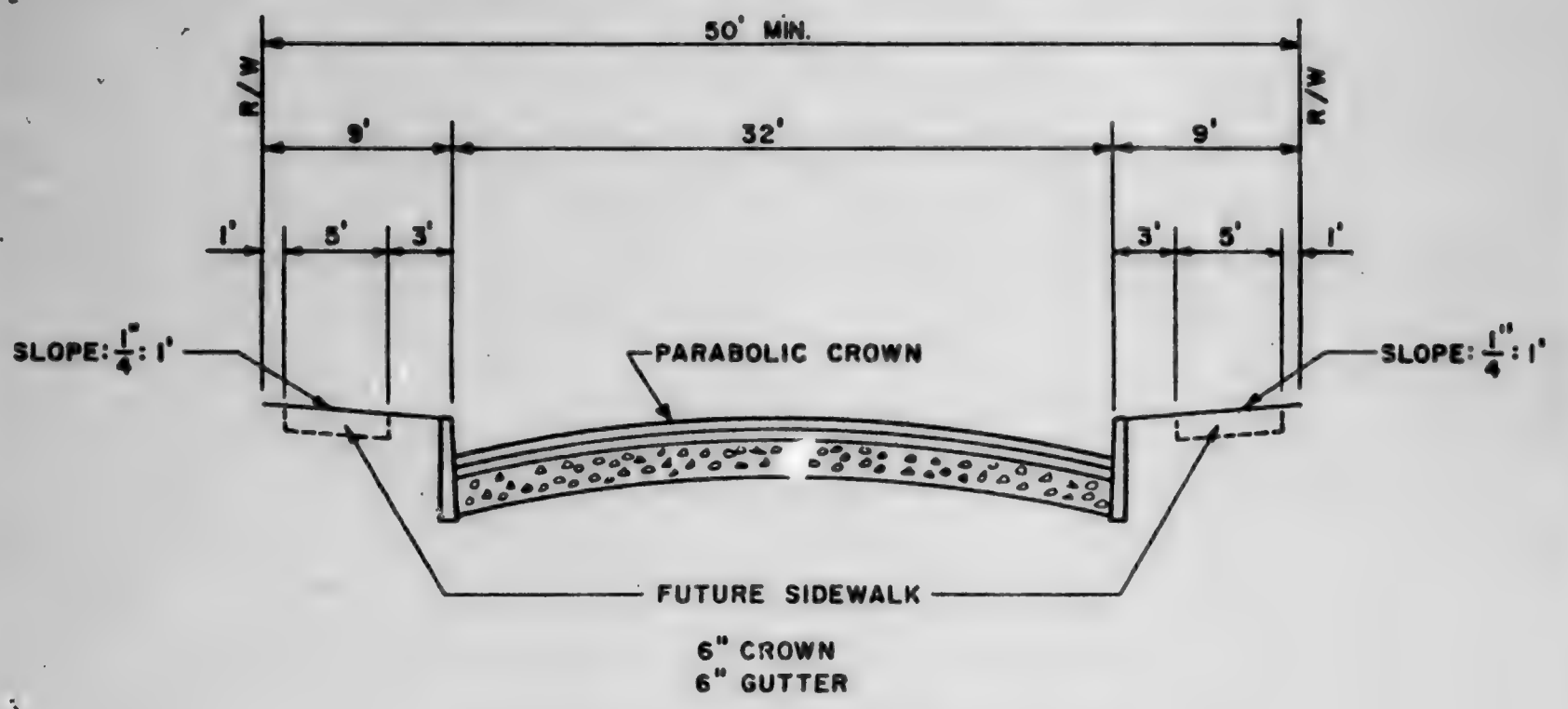
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON COMMISSIONER

STANDARD CUL-DE-SAC FOR RESIDENTIAL STREETS

APPROVED

James L. Apperson DATE 1-24-72
CITY ENGINEER
Reg Prof Engr No 3544

STANDARD PLAN NO. 125



RESIDENTIAL STREET SECTION

1 1/2" ASPHALT CONCRETE PAVEMENT — CLASS "C"
1 1/2" ASPHALT CONCRETE PAVEMENT — CLASS "B"
6" 1 1/2"-0" CRUSHED ROCK

NOTES:

1. See Standard Plan Nos. 110 & 111.
2. Any variation from this design must be approved by the City Engineer.

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON COMMISSIONER

RESIDENTIAL STREET SECTION
32-FT. ROADWAY

APPROVED
James L. Bryson DATE 12-18-69
CITY ENGINEER
Reg Prof Engr No 3544
STANDARD PLAN NO 121

REV. 8-14-73

8519

I-205
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MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

April 17, 1980

REFERRED TO
Board ___ Stoudenmayer ___ Mann AEM
Cole ___ Erikson ___ Dorn ___ Weinon ___ Lau ___
Hager ___ Discuss ___ Return ___ File Copy ___ Due ___
BY FINAL DESIGN ENGINEER
Send a copy to Traffic Dir.

Department of Transportation
Metropolitan Branch
5821 N.E. Glisan Street
Portland, OR 97213

Attn: K. D. Limbocker, Metro Design Engineer

Subject: Advanced Plan Review - S. Banfield Interchange Section
E. Portland Freeway

Dear Sir:

We have reviewed the advanced plan for the subject project. Please note the following comments:

1. It is our understanding, after our telephone conversation, that the Fred Meyer driveway at the N.E. 100th Avenue intersection with Halsey Street will be relocated under this contract to conform to the new street intersection and we therefore assume the traffic signal will also be reinstalled to provide left turns into Fred Meyer.

We are sorry about the delay in responding with our comments.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

William L. Carson

WILLIAM L. CARSON
Associate Engineer

WLC:ms

Versteeg ✓
Anderson
Christensen DO
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

AN EQUAL OPPORTUNITY EMPLOYER

8519 D

I-205
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STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Memo to File

DATE: April 15, 1980

FROM: N. E. Mann
Design Team Supervisor

SUBJECT: South Banfield Interchange Section
East Portland Freeway
Multnomah County

1 Versteeg ✓
Anderson
2 Christensen DOC
Olson
3 Sullivan DWS
Terpin
Trout
Wakerlig

RECEIVED
APR 15 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

There was a "plans in hand" review of this project held in the Region 1 office April 8, 1980. The following items were discussed:

1. It was the consensus of those present that the proposed longitudinal subdrain in the area where the existing median is to be removed will be of definite benefit.

2. The need for topsoil was discussed. There are no stockpiles of this in the immediate vicinity. It was pointed out that there is an overburden of approximately four feet of soil on the project which is suitable for use as topsoil. (The topsoil available from this overburden has been calculated and there should be enough for this project.)

3. Jerry Backstrand posed the question of deleting the sound wall along the Banfield at this time and building it under another contract. The reason for this is that the entire length of wall could not be done at this time anyway. No consensus was reached regarding this. Mann is to discuss it with D. O. Christensen.

4. Abandonment of the existing storm sewer along the Banfield east of "BANF" 280 + 00 was discussed. Also, it was pointed out there is an inlet in the northwest corner of the Gateway Shopping Center, which drains all of the Shopping Center's northwest parking lot. This inlet has not been shown to be connected to our new storm sewer system. This inlet is connected to the old system to be abandoned. Mann to discuss these items with Metro. (Mann called Paul Hailey of Metro 4/9/80 and discussed these matters. Hailey said that the storm sewer system was designed so the existing system could be abandoned. Hailey discussed the inlet in the Gateway Shopping Center with Ken Limbocker. They feel it should be connected to our new system.)

5. It was pointed out that the proposed inlet and sump proposed in the cul-de-sac on Multnomah Street to the right of Sta. "BANF" 273 + 50 would not be able to handle the amount of water coming to it. This was later viewed in the field and

Contains Recycled Materials
81-125-1387

SP*75683-125

it appears that two inlets could be placed here and drained to an existing storm system about 75' to the east.

6. The question was asked if it was O.K. to pave over the sanitary sewer manhole at Sta. "BANF" 277 + 00. (This was discussed with Gary Kennen. He said this was part of the sanitary sewer system from the County Shop and Jail area and will eventually be abandoned. This manhole has not been entered for some years. He sees no problem in paving over it.)

7. Methods, problems, and design of the "NW" line structure was discussed. This is the structure which will carry the northbound I-205 traffic which wants to go westbound on the Banfield. It crosses over the Banfield Freeway. It would be a difficult problem to construct it over traffic. At Jerry Backstrand's suggestion we have worked up a staging plan that allows this structure to be constructed without doing it over traffic.

8. In reviewing the project on the ground it was noted that a portion of the concrete median barrier which was placed on the Halsey Street bridge is in conflict with the planned finalized traffic handling scheme on Halsey St. in front of the Gateway shopping center. A portion of the barrier will need to be moved and the end protected with some type of attenuator.

The following people were in attendance:

Ed Hardt, Region 1
Marion Kraft, Region 1
Roy Heinz, Resident Engineer
Bob Shotwell, Resident Engineer
Joe Simpson, Assistant Resident Engineer
Maury Payne, District Engineer
Mariner Izatt, Staff Assistant
J. E. Backstrand, Bridge Design
John Day, Specifications
Al Hansen, Final Design
N. E. Mann, Final Design

NEM/db

cc: Participants
D. O. Christensen
Carl Williams
C. T. Christianson, FHWA

8519

E.S. Hunter

STATE OF OREG N

INTE OFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 1, 1980

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: S. BANFIELD INTERCHANGE
CONTRACT NO. 8519
HAULING OVER BANFIELD STRUCTURE

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 3'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

On Monday, March 31, I met with Resident Engineers Bob Shotwell and Jim McNamee to discuss the problem of getting the approach slabs to the I-205 structure over the Banfield Freeway constructed so as not to hold up the earth-moving operations of the Hancock to Yamhill contractor. The Banfield structure is under contract to Hensel-Phelps with Shotwell the Resident, and the Hancock to Yamhill project is under contract to Elting, Inc. with McNamee the Resident.

Hensel-Phelps' progress on their contract has been very slow --- they are currently about six to nine months behind their completion date. They have filed a very large claim with us due to the problems of getting the job done on time. The way the contract is set up they are to make the end fills at the structure and construct the approach paving panels before Elting can haul across the structure. It is critical, for the scheduling of the construction of the rest of I-205 in this area, that Elting move the 1,000,000+ yards of material this construction season. Presently, the structure is ready for the fill and our best estimate is that it will be at least four to six weeks before Hensel-Phelps has the slabs poured and cured out ready for Elting to haul over. Jim McNamee says that Elting will be ready to move material as soon as we have a few consecutively dry days. That could occur at any time.

My basic concern is that we give Elting every possible chance to move his material this construction season. He has a lot of work to do and I don't want to give him any opportunity for request for additional time, and I also want to give him every opportunity to get his work done on time. With that as a premise, we decided that our best move would be to delete the approach slabs from Hensel-Phelps' contract and have them added to some future contract, probably the projects that do the roadway paving on each side of the bridge. We also discussed whether we should delete the approach embankment, as well, from Hensel-Phelps but since R. A. Heinz, the grading subcontractor, had moved in and wanted to go to work as of March 31, we felt it would be better to let him complete that work. Bob Shotwell will have to pay the contractor for the materials on hand for the approach slab, notably the expansion joint, the reinforcing steel, and the conduit which will be stored at Bob's office and incorporated into the future contract for the slab work.

(over)

Contains Recycled Materials
81-125-1387
SP*75663-125

I had previously discussed with Walt Hart the possibility of deleting these approach slabs and Walt's only concern was that we assure him that we'll have a smooth approach to the structures to eliminate the possibility of the scrapers bouncing as they cross the bridge. Jim McNamee will be especially careful of this as Elting hauls across the structure but, as he points out, somewhere there would have been a dirt-to-concrete connection and wherever that occurs there will have to be a smooth transition made. He doesn't believe this will be a serious problem, keeping the scrapers under control.

Bob Shotwell has developed a scheme for temporarily replacing the end block of concrete at the ends of the bridge which consists, principally, of timber blocking up to the level of the roadway grade bolted to the existing concrete with a steel plate lying on top of the end of the bridge to provide a good transition. We will have Hensel-Phelps install this for the width of the haul road over the structure on an Extra Work Order basis. Shotwell tells me that Hensel-Phelps is anxious to have us delete the paving slab work from his contract, which will help him complete the project as soon as possible.

I discussed deletion of the paving slabs with both George Hopkins and Cliff Christianson, of the FHWA, and both agree that under the circumstances it is the appropriate thing to do.

ELH/cp
cc E. S. Hunter
Hal Versteeg
Walt Hart
C. T. Keasey
Bob Shotwell
Jim McNamee

#8519 1-17-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem

PROGRAM NO.

ITEM NO. I543

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

1-22

RECEIVED STATE HWY ENG. JAN 22 '80 REFER TO FOR: Insp. Insur. B/D D/S S&I Act. File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-7-80	Interstate 205	Primary 64

GENERAL LOCATION:

Clackamas River - Washington State Line

GENERAL DESCRIPTION OF WORK:

Supplemental Railroad Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below (South Banfield Interchange Sect.)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-11-80 I approve the supplemental agreement with the Union Pacific Railroad Company, approved by the Oregon Transportation Commission on 1-7-80. You are now authorized to proceed with the work covered by the agreement at a TEC of $6,961 with Federal participation limited to $6,422.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-17-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-016

8519

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-15-80

FEDERAL AID PROJECT NO.: 205-7(40)311

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 71003

FROM:

G. L. Green, Division Administrator
Salem, OR

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR
Info | Drives | B'D | O/R | S&A | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	12-19-79	Interstate 205	Primary 64

GENERAL LOCATION:

South Banfield Interchange

GENERAL DESCRIPTION OF WORK:

Furnish and install emergency lighting

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-19-79, as requested in Mr. Keasey's letter of 1-3-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $1,000 Federal Funds $922.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-15-80	G. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

8519

I-205
40

ROAD DESIGN SECTION

DES 23-7

L. L. Wallace
Bridge Design Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

December 4, 1979

Subject: Supports for Future Signs
N.E. Halsey Street Structure
Bridge No. 13516A
S. Banfield Interchange
East Portland Freeway
Multnomah County

We received an approved sign study plan for the N.E. Hancock-S.E. Yamhill (S. Banfield) portion of the East Portland Freeway, showing permanent signing for the Banfield Freeway. This plan indicates two guide signs to be installed on the N.E. Halsey Street structure, which is currently under contract.

Please have the necessary inserts for the sign supports and any electrical conduit, junction boxes, et cetera, added to the contract by price agreement.

On the attached sketch we have shown two locations for one sign because at this time we do not know whether the Banfield Freeway will be two or three lanes east of the interchange. Please have inserts placed for both sign locations.

The contract plans call for a 6'-0" x 5'-0" sign to be mounted on the structure. Do not have the inserts or mount deleted, as the sign will be mounted as shown until the Banfield work is done and the gore moved east.

Attachment

WGB:ja

cc E. L. Hardt
R. Shotwell
W. G. Beard

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 06 1979
ROAD DESIGN SECTION

Do Not File ☐
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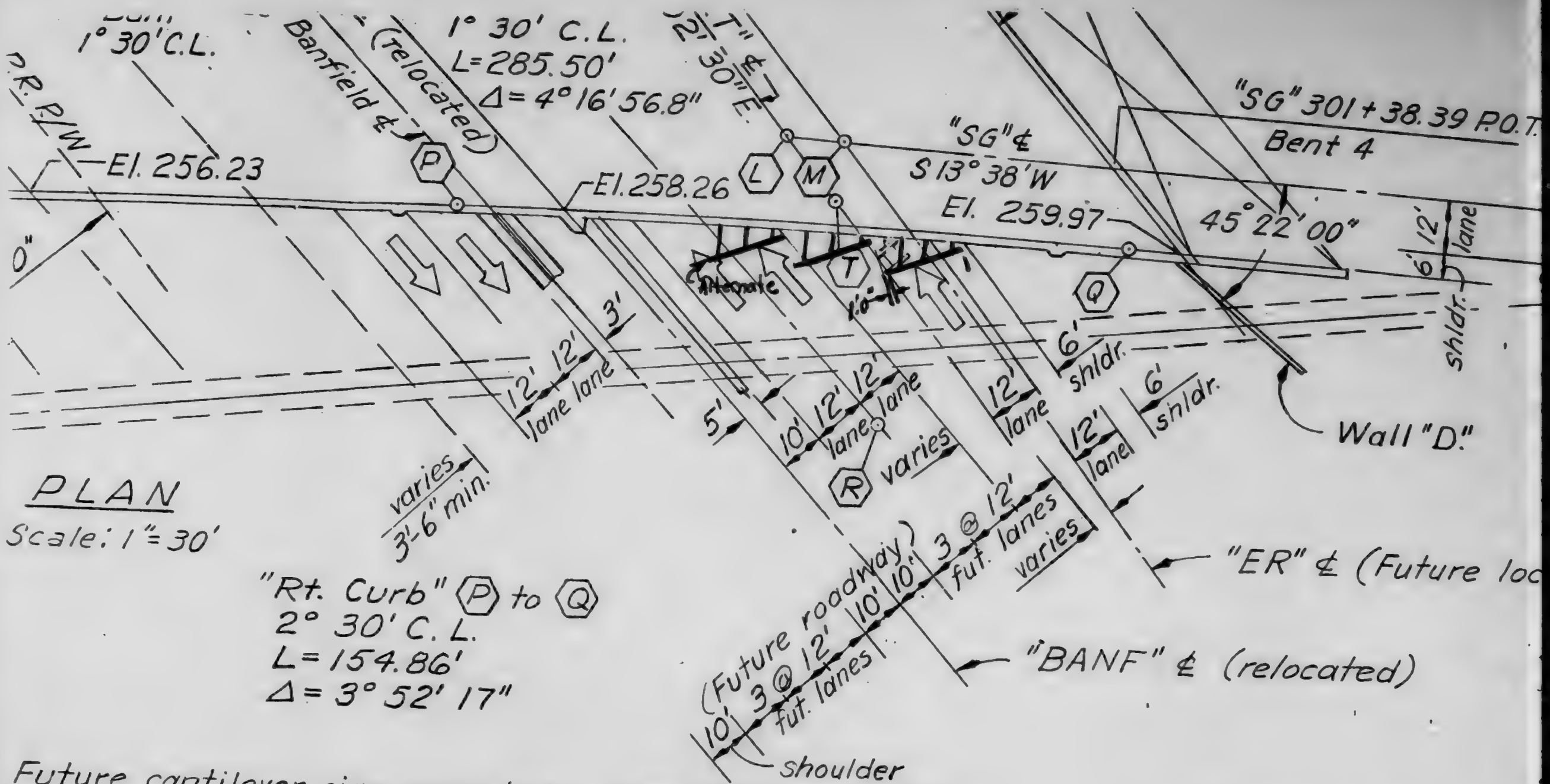
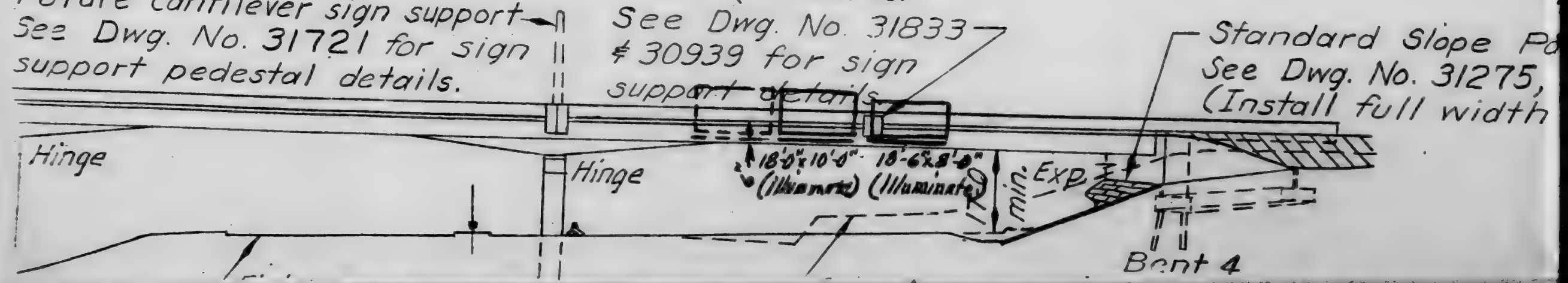
Action

PLAN

Scale: 1" = 30'



"Rt. Curb" Ⓟ to Ⓠ
2° 30' C. L.
L = 154.86'
Δ = 3° 52' 17"



Banfield ℄ (Relocated)

1° 30' C.L.
L=285.50'
Δ=4° 16' 56.8"

"T" ℄
2° 30" E.

"SG" 301+38.39 P.O.T.
Bent 4

"SG" ℄
S 13° 38' W

El. 258.26

El. 259.97

45° 22' 00"

Alternate

1'-0"

12' lane
12' lane
3'
5'
10'
12' lane
12' lane
varies
12' lane
6' shldr.
12' lane
6' shldr.
6' shldr.
12' lane
shldr.

Wall "D."

varies
3'-6" min.

"Rt. Curb" (P) to (Q)
2° 30' C.L.
L=154.86'
Δ=3° 52' 17"

(Future roadway)
10' 3@12' fut. lanes 10' 10' 3@12' fut. lanes varies

shoulder

"BANF" ℄ (relocated)

"ER" ℄ (Future location of ramp,

ver sign support
31721 for sign
tal details.

See Dwg. No. 31833
& 30939 for sign
support details

Standard Slope Paving, Case II
See Dwg. No. 31275, Precast Blo
(Install full width of deck)

Hinge

18'-0"x10'-0" (Illuminated)

18'-6"x8'-0" (Illuminated)

Exp.

Bent 4

8519

I-205
40

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: DUANE CHRISTENSEN

DATE: August 27, 1979

FROM: ROBERT SANDMANN
Special Projects Coordinator

SUBJECT: South Banfield Interchange
Proposed Revision at 84th Avenue and Wasco St.

Herewith sketch map showing the proposed revision in design at subject location as discussed on the phone Friday, August 24, 1979

The proposal is for relocating the sound wall and narrowing the right-of-way to eliminate the need for reconnecting Wasco Street and 84th Avenue. A retaining wall would be required so that the right-of-way could be narrowed. Estimated cost for the retaining wall and additional shoulder barrier is $80,000. There would be a savings in right-of-way and street reconstruction that should more than offset the retaining wall and shoulder barrier costs.

In conjunction with this proposal and shown on the attached sketch, is the location for the east-bound off-ramp currently being investigated as part of the Transitway Project.

It is essential that this be reviewed as soon as possible. Right-of-way appraisels on the three (3) parcels required for the reconnection of Wasco Street with 84th Avenue have been completed and a hold has been placed on any further actions until this proposed revision is resolved. After you have had a chance to review the proposal, please give me a call

Robert A Sandmann

RAS/po

cc: R.N. Bothman
J.H. Versteeg
J.B. Boyd

Attachment

Versteeg ✓
Anderson
Christensen COPY
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 27 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
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Action

Cancel 2 small ones, I will (try on — Tues or Wed) to be provided as long as possible
CE.

Transitaway work

I-205 work

240

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240.6

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243.7

244.2

244.

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245.6

246.8

246.6

246.8

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242

246

687,000

1,468,000

ST.

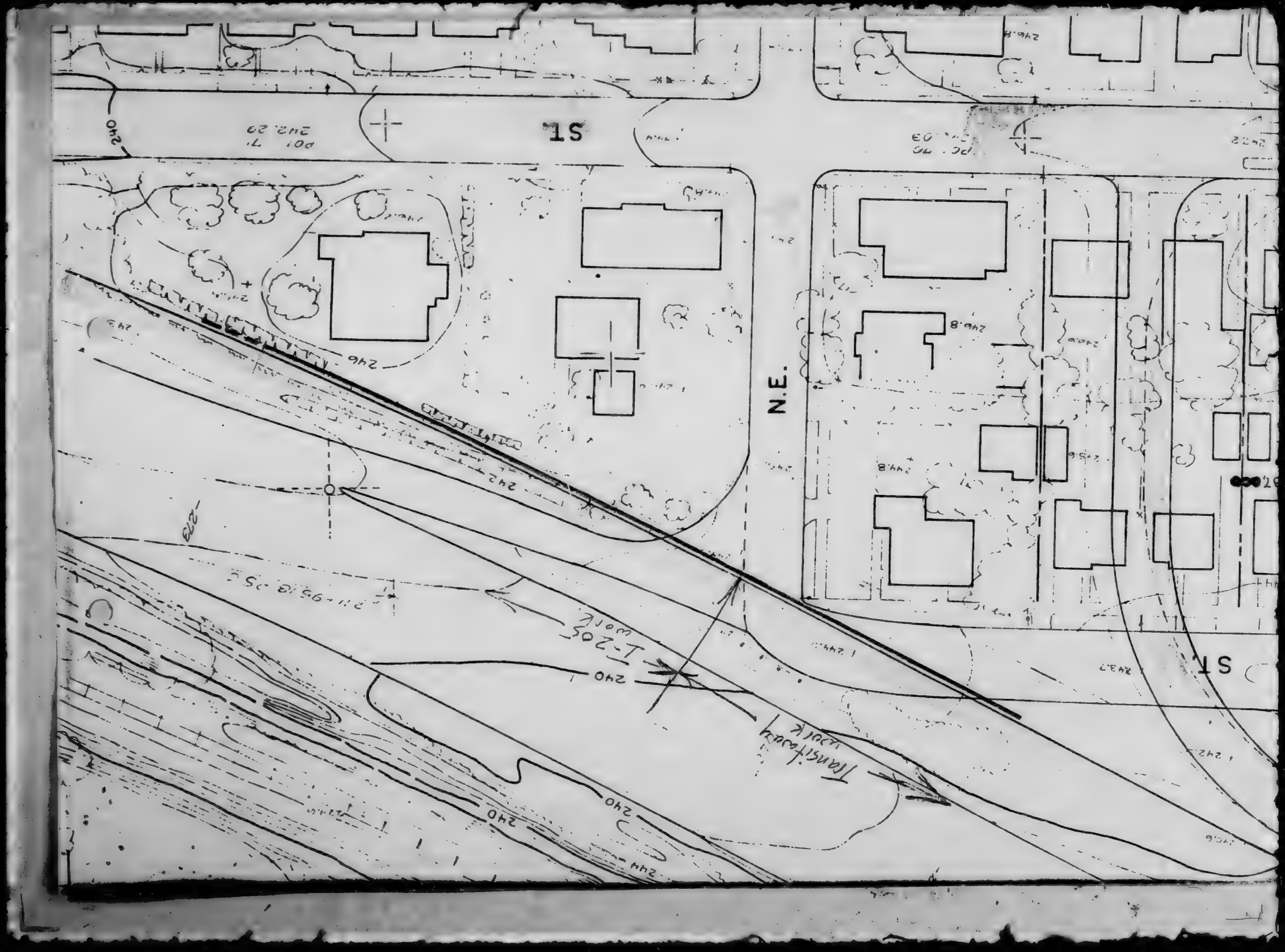
N.E.

MULTNOMAH

ST.

PC 70
241.03

PO
242.2


1S
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1S
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Work
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UTURE
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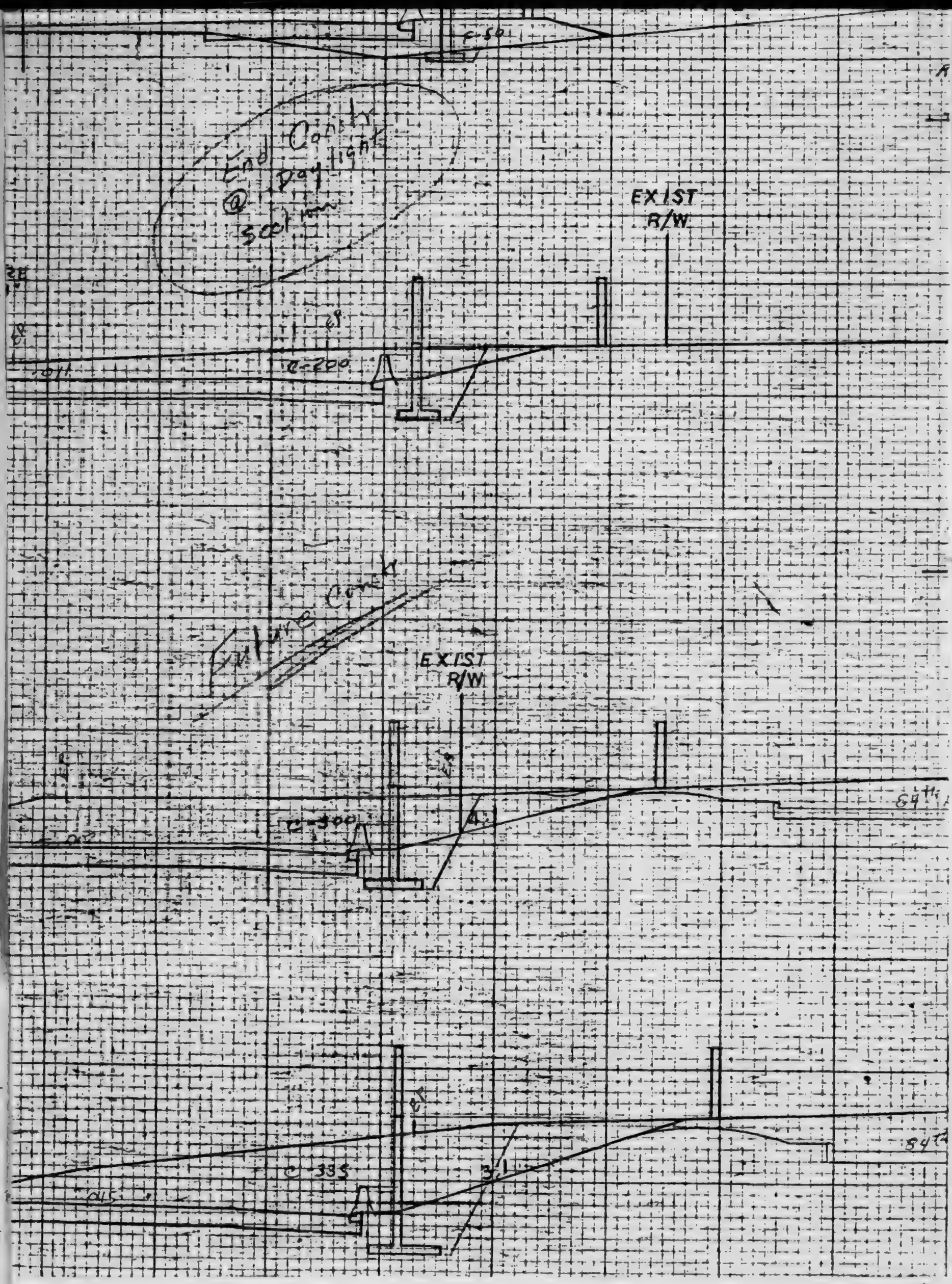
E=50

EXIST
R/W

E=200

EXIST
R/W

E=300


EXIST
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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: July 27, 1979

FROM: L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
JUL 30 '79
REFER TO

SUBJECT: Temporary Construction Speed Zoning
Columbia River Highway No. 2
S. Banfield Interchange, Contract No. 8519 and N.E. Failing Street - N.E. Hancock Street (N. Banfield Interchange), Contract No. 8893
City of Portland
Multnomah County
M.P. 5.01 to M.P. 10.08

We were recently notified by Marion Craft, Region I Construction Engineer, of a request by Hensel Phelps Construction Company, contractor on S. Banfield Interchange, Contract No. 8519, for a 40 MPH construction speed zone through his construction area.

There are two construction projects in the same area which would be affected by the proposed construction speed zoning. During this construction, work will be done overhead as well as immediately adjacent to the travel lanes. Traffic through the projects, at this time, appears to be disregarding the advisory construction speed signing.

As per ORS 487.905 (2), a lower speed may be established. It has been determined that a speed of 40 MPH would be appropriate

In order to provide for the safety of motorists and construction workers during this construction, the following temporary speed zoning on the Columbia River Highway No. 2 is recommended:

> 40 MPH from N.E. 82nd Avenue undercrossing (M.P. 5.01) to the N.E. 122nd Avenue overcrossing (M.P. 10.08). This speed zoning is to be in effect only on those sections where signs are in place and only for the duration of the construction projects.

If you concur, please approve and forward a copy of this letter to Mr. C. W. Head for his records.

APPROVED
7/31/79
L. W. Rulien

L. E. George
Traffic Engineer

8-2-79
copy to Traffic

AA:jrb

cc: C. W. Head

MP 10.08

MP 5.01

MAYWOOD PARK
Pop. 1,065

PORTLAND

ECL Portland

LEGEND

Existing 55 MPH

Temp 40 MPH
Const. Zone

MP 10.08

ROCKY BUTTE

MAYWOOD PARK
Pop. 1,065

PARKROSE HEIGHTS JUNIOR HIGH

MERRIFIELD PLAYGROUND

GOLF COURSE

ECE Portland

LEGEND

Existing 55 MPH

Temp 40 MPH
Const. Zone

8514

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) . 378-6537 (TELEPHONE)

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 16, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Westbound 82nd Avenue Closure
Banfield Freeway

The following is an explanation of the proposed signing for the Portland Airport when the westbound 82nd Avenue off-ramp of the Banfield Freeway is closed:

We have checked with the Metropolitan Branch, and they estimate the ramp will be closed in the Spring of 1980. This will be about 1½ years before the East Portland Freeway is open from the Banfield Interchange to the Columbia River. When the ramp is closed, there will be no westbound exits from the Banfield Freeway between the Fairview Interchange (M.P. 15.14) and 39th Avenue (M.P. 2.77).

At the present time, the Portland Airport is signed at two interchanges in the westbound direction on the Banfield Freeway. In addition to the 82nd Avenue signing, there is a "PORTLAND AIRPORT--NEXT RIGHT" sign at the Fairview Interchange (M.P. 15.14).

By a copy of this letter, we are requesting the Design Section to include the following sign as a part of "Temporary Protection and Direction of Traffic" to the contract that closes the westbound 82nd Avenue ramp:

(1) Install a sign that reads "PORTLAND AIRPORT--NEXT 3 EXITS" within the Troutdale Interchange (M.P. 16.90 - M.P. 17.56).

(2) Add a rider with the legend "82nd Avenue Ramp Closed" below the existing "PORTLAND AIRPORT--NEXT RIGHT" sign presently located at the Fairview Interchange.

These signs are to remain in place until the future signs are installed to direct traffic to the Portland Airport over the East Portland Freeway.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
JUL 18 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ELS:jrb

cc: H. S. Coulter
R. N. Bothman
E. L. Hardt
D. O. Christensen

8519

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section
DEPT.

378-6558
TELEPHONE

TO: E. S. Hunter
Technical Services Engineer

DATE: June 12, 1979

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: 82nd Avenue Eastbound On-Ramp &
Westbound Off-Ramp
East Portland Freeway

The 82nd Avenue eastbound on-ramp to the Banfield can remain in operation until I-205 is open to traffic. The 82nd Avenue eastbound on-ramp must be closed at that time. Eastbound access to the Banfield freeway will be provided at Glisan Street at 91st and at the Columbia Boulevard Interchange. This will provide reasonable replacement service to all areas other than the move from 82nd Avenue to N.E. Halsey by the Banfield Freeway. I agree that this ramp must be closed as presently proposed.

The westbound off-ramp to 82nd Avenue must be closed soon so the S. Banfield Interchange and Transitway can be constructed. Replacement access to the area will be provided at Glisan Street and Columbia Boulevard in about three years. In the three year interim period there will be no access for the westbound Banfield traffic to the Gateway area or 82nd Avenue.

A westbound off-ramp to Hassalo Street near 91st could be provided at a cost of $2,000,000. This ramp would provide access during the three year interim period and could be left permanently to serve the area if it seemed desirable.

The closure of the 82nd Avenue westbound off-ramp will eliminate badly needed service for a substantial number of users (1978 ADT 2,100) for a three year period. It may be appropriate to consider keeping this 82nd Avenue westbound ramp open. It will cost an estimated $2,000,000.

JHV:ab

RECEIVED
TECHNICAL SERVICES
JUN 12 '79
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

#8519.

ROUTED
U. S. COURIER

RECEIVED
STATE HWY ENGR
JUN 6'79
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

please educate me — FSC

June 1, 1979

Doug Wright
Planning Director
Bureau of Planning
City of Portland
424 S.W. Main Street
Portland, OR 97204

Dear Doug,

We have reviewed the design of the I-205 south Banfield interchange and particularly the closure of the eastbound on-ramp and the westbound off-ramps to 82nd Avenue.

As reflected in your letter of March 13, 1979 requesting this review, there are tradeoffs. I perceive a benefit in the closure of the two ramps required by the connection of I-205 to the Banfield Freeway.

A review of the traffic generation in the area and the people using the existing 82nd ramps does not reflect a significant loss to a large number of people. On the other hand, the closure of the ramps provides a significant benefit to the users of the freeway.

I have enclosed a report of the review conducted by staff in response to your request.

Sincerely,

Robert N. Bothman
Administrator

ROUTED
F. KLABOE

sb

Enclosures

cc: F. Klaboe
E. Hunter
E. Hardt
R. Sandmann

- Blind w/FBK -

RECEIVED
DOT DIRECTOR
JUN 5 '79
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Please analyze and advise me
F

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

Metro Branch
82nd Ave. Ramp Connections
Banfield Freeway
May, 1979

The design of the freeway to freeway interchange between I-205 and the Banfield requires that the eastbound on-ramp and the westbound off-ramp to northeast 82nd Avenue be removed. A portion of the hearing exhibit map entitled "Plan 3, I-205 Design" is attached to indicate the intention to close these ramps as a portion of the I-205 design as adopted by the city and county in 1975.

Design Considerations:

The westbound off-ramp is in direct conflict with the northbound I-205 to westbound Banfield ramp as well as the proposed mass transit structure required to serve the Gateway area and make the transition from the Banfield to I-205. This direct conflict makes continued existence of this ramp impossible to maintain. The existing traffic (1978 ADT), utilizing the westbound off-ramp, was recorded as 2100 vehicles per day. A portion of this traffic is destined for Gateway and some for the airport. New routings available with the opening of I-205 will simplify these moves and make a more direct routing. The remainder of the vehicles would utilize northeast Glisan Street, which causes a maximum out of direction travel of three-quarters of a mile for traffic destined north of N.E. 82nd and Wasco.

The eastbound on-ramp is in direct conflict with the eastbound Banfield - southbound I-205 movement, introducing a severe weave condition and an unacceptable level of service. The on-ramp carried 3200 ADT in 1978. Analysis of the traffic columns indicate approximately 800 of these trips enter at N.E. 82nd Avenue and exit at N.E. Halsey, destined for the Gateway shopping area. The remaining 2400 vehicles have destinations at N.E. 102nd Avenue or beyond. The new access to Gateway would be via Halsey Street or N.E. Glisan - N.E. 99th Avenue. Out of direction travel of 3/4 of a mile maximum would be caused by routing changes.

N.E. Portland Traffic Service Considerations:

Use of Sandy Boulevard as an alternate to the Banfield Freeway - No direct access is provided from I-205 to Sandy Boulevard westbound. Any trips destined for Sandy Blvd. westbound would exit I-205 at Columbia and then proceed south on 82nd or 92nd to reach Sandy. Without direct access from I-205 to Sandy Blvd., only those vehicles with trip ends in the Sandy Blvd. area would attempt to reach Sandy Boulevard.

Hollywood District as recipient of I-205 and Banfield Traffic - Although the only westbound off-ramp west of I-205 is 42nd or 45th Avenue ramp traffic patterns will remain much like today's. Elimination of the 82nd off-ramp will be replaced by I-205 which provides much better distribution of those trips now using the 82nd Avenue

off-ramp. Under the existing plan, traffic will travel either north or south of the Banfield Freeway and exit to the same destinations available with the 82nd Avenue off-ramp, by proceeding on I-205 to either Columbia Blvd. or Glisan Street. This would provide a more convenient access to the centroid of the trip destinations, such as Glisan Street east, Mall 205, far northeast area and to the Airport. There should be no "backtracking" trips exiting the 42nd-45th off-ramp and traveling to the east area.

Restricted access and egress from Banfield for residents of far northeast Portland (out-of-direction travel) - Access is provided to this area by either Columbia Blvd. or Glisan Street. Fremont Street is the dividing line between the areas served by these interchanges. Motorists heading north of Fremont Street would use Columbia Blvd. and their travel time would be approximately the same as using the 82nd ramps.

Motorists destined south of Fremont would use Glisan Street exit with travel time about 15 percent greater than with the 82nd ramps. However, this increase is only for those trips with origins or destinations north of Glisan, which is a small portion of total trips from this area. The remainder of the trips now using 82nd Ave. from south of Glisan will find their travel times at least equal to, and perhaps less than the existing travel times.

Northeast Glisan Street will experience a reduction of 3000 trips per day between I-205 and N. E. 82nd Ave. This reduction will result from utilization of the I-205 to Banfield connection at N.E. Glisan. The use of N.E. Glisan as a replacement for the N.E. 82nd on-ramp will not increase the congestion on N.E. Glisan.

Capacities of Columbia/Sandy Interchange - The design is capable of providing a reasonable level of service for design year traffic (1996) within the interchange areas and for those streets providing access to these interchanges.

Population/employment data shows little change in population for those zones in the far northeast area. The 1990 ITP zones for this far northeast area with appropriate population/employment are shown below.

1990 ITP Zone	1970		1990	
	Pop.	Empl.	Pop.	Empl.
269	2447	619	2300	700
270	3574	732	3400	700
271	4179	553	4100	600
Total	10200	1285	9800	2000

The 2000 year population/employment figures prepared by MSD are on a much larger zone system (80 vs 740 zones). The following gives some idea of expected land use changes for this area comparing to the larger zone system.

1970		1990		2000	
Pop.	Empl.	Pop.	Empl.	Pop.	Empl.
61,677	12,558	62,400	16,100	66,069	13,337

Although some changes in land use might be expected on a block by block basis, the area as a whole is expected to remain fairly stable.

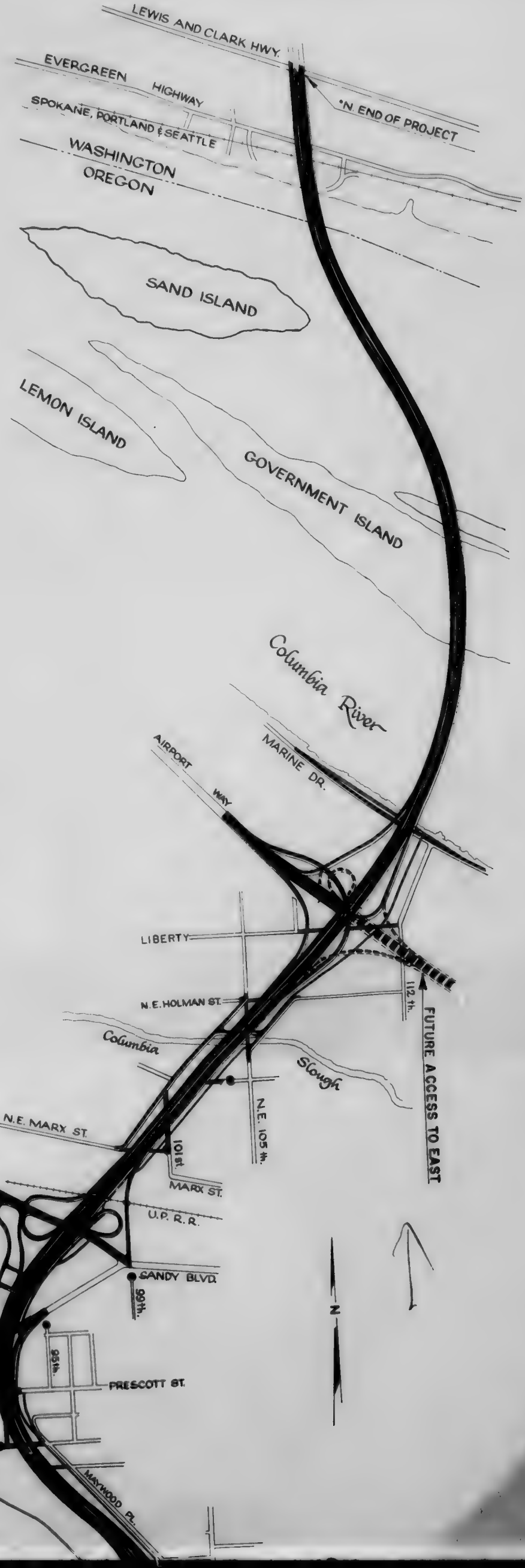
Summary:

The eastbound on-ramp at Northeast 82nd Avenue is to be closed to allow construction of an acceptable I-205/Banfield Interchange. Alternative routing will be available with a maximum out of direction travel of 3/4 of a mile.

Closure of the 82nd Ave. ramps to and from the east will not have a major affect on travel time for trips now using these connections. Accessibility to the area will be enhanced by providing better access to and from the east via I-205 to major attractors such as the Airport, Mall 205, and the industrial area along Columbia Blvd. Traffic not destined to these areas or along Sandy Blvd., would not travel on these city streets.

One major benefit from improved distribution along I-205 to these major attractors will be a decreased vehicle-mile of travel on city streets.

sb
6-1-79


LEWIS AND CLARK HWY.
EVERGREEN HIGHWAY
SPOKANE, PORTLAND & SEATTLE
WASHINGTON
OREGON
N. END OF PROJECT
SAND ISLAND
LEMON ISLAND
GOVERNMENT ISLAND
Columbia River
AIRPORT WAY
MARINE DR.
LIBERTY
N.E. HOLMAN ST.
112 th.
FUTURE ACCESS TO EAST
Columbia Slough
N.E. 105 th.
N.E. MARX ST.
101st.
MARX ST.
COLUMBIA BL
U.P. R.R.
SANDY BLVD.
99th.
N
95th.
PRESCOTT ST.
SANDY BLVD.
N.E. 82nd. AVE.
MAYWOOD PL.

OREGON STATE HIGHWAY DIVISION

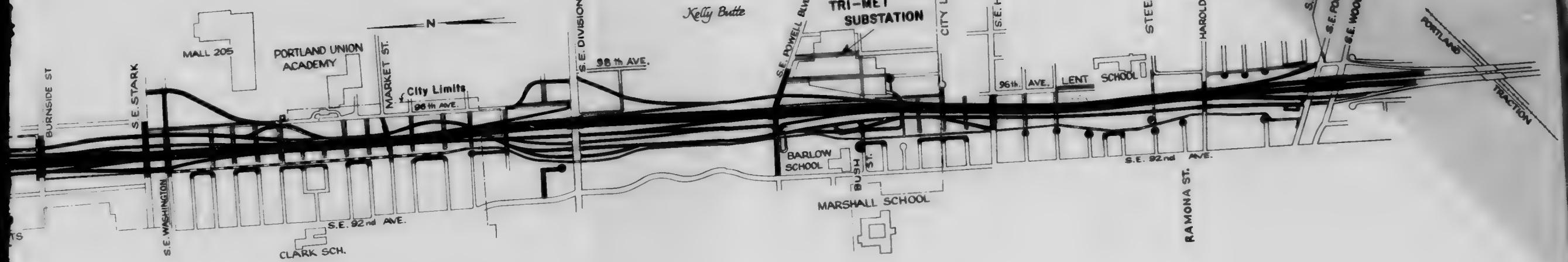
Sketch Map

LEWIS & CLARK HWY.- FOSTER RD. SECT.

INTERSTATE 205- EAST PORTLAND FREEWAY

Clark (Washington)-Multnomah (Oregon) Counties

Mar. 1976



I-205 PROJECT OFFICE
PROJECT ENGR: R. T. EWEN
INFO. OFFICER: W. R. SCHULTE
5821 N.E. GLISAN ST.
Phone: 238-8235

8519

1-205
40

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Right of Way Manager

June 8, 1979

J. H. Versteeg
Road Design Engineer

File 50574 - U.P. RR. Co.
South Banfield Interchange
East Portland Freeway
Multnomah County

Attached is a 2 Parcel description and an authorization covering easements required from the Union Pacific Railroad Company for the subject project.

Encroachment maps have been furnished to Roger Trygstad by Helga Boyd.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG
W. H. Wakerlig
R/W Desc. Engineer

WHW:cj
Attachments

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 0 8 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8519

1-205
40

ROAD DESIGN SECTION 378-6558

Ed Hardt
Region 1 Engineer

June 6, 1979

A. D. Olson
Preliminary Design Engineer

South Banfield Interchange Section
East Portland Freeway (I-205)
Multnomah County

Attached is correspondence forwarded from Metro in regard to a noise complaint at the east approach of the new Halsey Street structure.

This has been reviewed with the available data and it appears that there would be room to put in a berm high enough to provide shielding from the end of the structure easterly. Two plotted cross sections are enclosed of what appears possible. No attempt was made to determine whether the noise is above standards, etc., since the change in noise rather than the noise level would be the criteria.

Please see if something can be done to improve the situation.

ADO:cj
Attachments

cc: K. D. Limbocker

1 Verdoorn
Anderson
2 Christenson
Olsen
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 07 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

May 17, 1979

Mr. Ken Limbocker
5821 NE Glisan
Portland, Oregon 97220

Mr. Limbocker:

We are writing this letter as a concerned neighborhood group in regards to the new bridge and the sound barrier or raised land fill and landscaping.

We now receive tremendous noise from the new Halsey Street bridge.

Thank you in advance for consideration of reducing the noise in the area.

Henry K. Nelsen
9909 NE Weidler
Portland, Oregon 97220

254-3844 home
283-2459 work

N.E. 101st AVE.
NE BELL DR.
BANFIELD FREEWAY
UPRR
TE JAIL
NE HANCOCK ST.
PROPOSED EASTBOUND
CITY OF PORTLAND
NE WEIDLER
NE BEECH
NE 33RD AVE

PSON ST
CITY OF PORTLAND
FIELD FREEWAY
UPRR
NE 101ST AVE
NE WEIDLER
NE WEIDLER ST
HALSEY ST
GATEWAY SHOPPING CENTER

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#8519

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(40)311

ST PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO.
71003

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 17'79
REFER TO:
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-17 orig to

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	4-10-79	Interstate 205
		STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:
South Banfield Interchange

GENERAL DESCRIPTION OF WORK:
Increase in cost of railroad protective services

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 5-7-79 this will confirm the advance approval date of 4-10-79 to increase the cost of railroad protective services for the subject project. Revised TEC of $110,000 with Federal participation limited to $101,464 is approved. (Increase TEC $35,000 FF- $32,284 as represented by Supplement #1 to SFO #1.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

8519

Oregon State Highway Division

Victor Atiyeh
Governor

March 8, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

NOTE:
E. S. HUNTER

Dear Mr. Green:

Re: NE Halsey Street Undercrossing
East Portland Freeway
Multnomah County

Your February 15 letter requested that we include a drainage study in conjunction with the proposed median barrier on the subject structure.

Attached is a typical section of the proposal and a detail showing enlarged slot drains to permit the flow of water through the barrier. There will be two slots per pre-cast barrier which should provide enough channels that there will be no concentration of water flowing across the roadway. Also these larger than normal slots should be readily cleanable if they become plugged. Your approval of this proposal is requested.

Very truly yours,

J. H. Versteeg
Road Design Engineer

DNS:ab
cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAR 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8519

February 15, 1979

Hensel Phelps Construction Company
Post Office Box 1978
Vancouver, WA 98665

Gentlemen:

SUBJECT: Time Extension
Subject Benfield Interchange
Multnomah County
Contract No. 8519
FAP No. I-205-7(40)311

Your requests for time extension on the subject project have been given careful review. A three and one-half calendar day extension is hereby granted for delays resulting from a cement shortage.

No additional time was granted for delays due to weather.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr/ge

bc: FHWA
C. T. Keasey
Robert Church
Ed Hardt
R. Shotwell
Richard Hacek

PH 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8519

Salem, Oregon

February 13, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
South Banfield Interchange
Multnomah County
Contract No. 8519

Two requests for time extension have been received from Hensel Phelps Construction Company, the contractor on the subject project. The first request asks for an eight-day increase due to a cement shortage. The second request asks for six days due to severe weather conditions.

The contract was awarded May 3, 1977. It consists of grading, paving and structure work. The project time began May 18, 1977 with 900 calendar days allowed for completion of the project. Completion is anticipated in November 1979.

The contractor states a cement shortage caused delays in delivery of grout while grouting prestressing conduits. The contractor cited ten days between October 13, 1978 and November 6, 1978 where grout was either not available at all or not available until the afternoon.

There has been a shortage of cement in the West to the extent contractors have been limited to the amount and frequency of concrete pours.

A review of the project records indicates the contractor was not prepared to grout until after October 16, 1978. On some of the days cited, the contractor was prevented from working due to equipment problems, others showed grout being placed. Of the eight days requested, only two and one-half days appear to be lost as a result of the cement shortage. This time expanded (2½ x 1.4) equals three and one-half calendar days lost, which should be returned to the contractor.

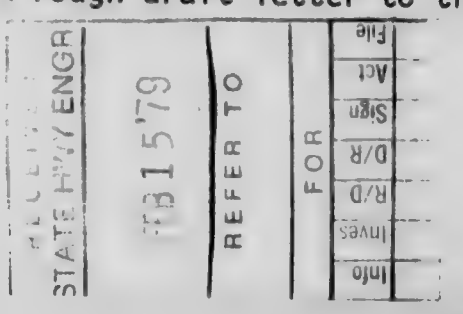
Severe weather conditions during the period January 9, 1979 through January 14, 1979 are the basis for the contractor's second request. He claims the weather during this period was not reasonably predictable and that critical items of work could not be performed.

There is no question that the weather conditions, freezing rains, were severe. But, on a 900 calendar day project, six days lost due to weather during the winter is not sufficient evidence of "reasonably unpredictable weather." No additional time is recommended.

In summary, it is recommended the contractor be granted an additional three and one-half calendar days due to the cement shortage.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
R. Shotwell



...-220 (Rev.)—8M—8-60

OREGON STATE HIGHWAY COMMISSION

Request #1 - Reference
Serial Letter No. 77

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 12, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 900 days to 908 days, within which to complete our Contract No. 8519, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Grouting of prestressing conduits was prevented by a cement shortage beyond the control of the Contractor. Attached is a list of dates during which this shortage occurred. Grouting of prestressing conduits was on the critical path.

Respectfully submitted,

MENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By R. W. Pine

CONSENT OF SURETY

Date January 12, 1979

We, THE AETNA CASUALTY AND SURETY COMPANY.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact
Beverley Schippers (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8519 Contractor Hensel Phelps Construction Co.

Highway East Portland Freeway

Section South Banfield Interchange

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED.** The reasons for such recommendation are as follows:

Three and one-half calendar days are granted for delays due to a cement shortage.

Recommended for Approval:

Marvin Craft
Division Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

H. L. Coulter
State Highway Engineer

State Printing 27939

Contract No.	8519
Project designation	Federal (State-Federal)
Date awarded	May 3, 1977
Work started	May 24, 1977
Per cent completed	66.726, (12-31-78) (Date)
No. of Workdays Allowed	A. 733 B. 900
No. of Workdays Used	A. 570 B. 570
No. of Added Workdays Requested	

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Request No. 2 - Reference
Serial Letter No. 78

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 15, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 908 days to 914 days, within which to complete our Contract No. 8519, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Tuesday, January 9, 1979 through Sunday, January 14, 1979. Prosecution of items of work essential to maintaining the critical path schedule was prevented by unusually severe weather conditions during this period. These weather conditions were not reasonably predictable.

Respectfully submitted,

HENSEL PHELPS CONSTRUCTION COMPANY
Contractor

By R. W. Hine

CONSENT OF SURETY

Date January 15, 1979

We, THE ÆTNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Beverley Schippers
Attorney-in-fact

Beverley Schippers (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8519 Contractor Hensel Phelps Construction Co.

Highway East Portland Freeway

Section South Banfield Interchange

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or ~~GRANTED~~. The reasons for such recommendation are as follows: DENIED

Recommended for Approval:

Marion Craft
for Division Engineer

O. B. Jackman
For Construction Engineer or Bridge Engineer

H. A. Scullen
State Highway Engineer

State Printing 27939

Contract No.	8519
Project designation	Federal (State-Federal)
Date awarded	May 3, 1977
Work started	May 24, 1977
Per cent completed	66.726 (12-31-78)
No. of Workdays Allowed	A. 733 B. 900 (Date)
No. of Workdays Used	A. 570 B. 570
No. of Added Workdays Requested	

8519

Form FHWA 121 (Rev. 5-7-8)

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 15, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(40)311
N.E. Halsey U'Xing Median Barrier

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Versteeg's letter of February 1, 1979, on the installation of a concrete median barrier on the Halsey U'Xing structure.

The alignment, grades, and amount of traffic appear to support directional roadway separation, however, drainage might present a problem, and we recommend you include a drainage study before a final solution is initiated. Federal-aid interstate funds may be used for this work.

/s/ G. L. Green

cc:
E. S. Hunter (OSHD)
J. H. Versteeg (OSHD)

RECEIVED
STATE HWY ENGR
FEB 16 '79
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
FEB 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8519

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I

P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 29 1979
REFER TO
FOR
Info | Under | Rec'd | Ck'd | Sign | Act | File

January 26, 1979

Mr. Frank E. Ward, Vice President
Hensel Phelps Construction Company
P.O. Box 1978
Vancouver, WA 98665

Dear Mr. Ward:

In an effort to resolve the difficulties of scheduling the construction of the Banfield detour around the existing Halsey structure on the South Banfield Project -- Contract #8519, you and Bob Pierce met in my office on January 24 with Marion Craft, Bob Shotwell and Joe Simpson. Failing to find a solution, we met again on the 25th in the Construction Office in Salem with Bryant Jackman and George Hopkins. These meetings were in response to your letter to State Highway Engineer Scott Coulter, dated January 10, wherein you requested help above the project level in order to solve this conflict.

As a result of these two meetings, it is the Highway Division's position that Mr. Shotwell is correct in his statements to you; that the plans and specifications for the project adequately point out to a prospective bider that there is a conflict between the eastbound detour line of the Banfield Freeway and the existing Halsey St. structure. As was pointed out to you, there are several locations in the plans where it is obvious a conflict exists; and secondly, a review of the site would show that there physicaly is insufficient room to detour the Banfield traffic between the proposed bent three location and the supporting structure for the existing Halsey Bridge. It should have been obvious then, that the Halsey Bridge had to be removed before the detour could be put into effect.

If you wish to carry this issue forward into a full claim against the Highway Division, you should so notify the Resident Engineer so he can keep accurate costs of the work as it proceeds. At such time as the full costs are known, you should then present it in the form of a claim to the Resident Engineer. Unless new facts emerge that are not evident now, I would anticipate that it could be carried very rapidly to the Claims Review Board for their consideration.

Sincerely,

Edward L. Hardt
Region Engineer
ELH:ld
cc: S. Coulter, C. Keasey, B. Shotwell

Form 81-734-3122

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

January 25, 1979

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: NE HALSEY ST. U'XING OF I-205
Contract No. 8519

TO: J. H. VERSTEEG
Head of Engineering

The N.E. Halsey Street U'Xing of I-205 is nearly completed and ready for traffic. The combination of horizontal curvature, vertical grade line, and super elevation which has been built into the structure has created a surface which may give motorists problems during the icy conditions which are prevalent at this location. It has been suggested by the resident engineer that we should take a look at providing a concrete median barrier on the structure to separate the eastbound traffic from the westbound traffic so that, in the case of sliding conditions, the opposing directions of traffic would be physically separated. After going through the recent ide storm I believe this thought has some merit and request that you take a look at it.

/ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 30 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

ELH/gw
cc: Bob Shotwell

JAN 1 1 1970

A713-14

Routing

Keesey — Richards
Bend — [illegible]
Jeckmond — [illegible]
Hopkins — Church
Johnsen — Gebauer
Inlow — Widner

RECEIVED
JAN 11 1979
CONSTRUCTION SECTION

HENSEL PHELPS CONSTRUCTION COMPANY

January 10, 1979

RECEIVED
STATE HWY ENGR
JAN 11 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Oregon State Highway Division
129 Transportation Building
Salem, Oregon 97310

Attention: Mr. H. S. Coulter
State Highway Engineer

Subject: South Banfield Interchange
Contract No. 8519

Gentlemen:

Attached please find correspondence relating to a claim filed on subject project with the Resident Engineer. It is evident that a meaningful dialogue required to resolve this dispute cannot emerge at the project level. It is, therefore, requested that your office review the attached material and the Contract documents to determine whether a resolution cannot be reached without resorting to the higher levels of appeal.

The undersigned has personally discussed the respective interpretations of the Plans and Specifications as they relate to the sequence of work with two of our competitors on this project. One has forwarded their rough schedule used in the preparation of their bid which clearly indicates their concurrence that no conflict exists between the existing Halsey Structure and the detour required for substructure construction on the Banfield Structure. The other verbally indicated their recollection that, as ourselves, they considered the schedule to be impossible without completing the Banfield Substructure prior to completion of the new Halsey Structure, with their bid reflecting that assessment. Such comments reinforce my confidence in my ability to read contract documents contrary to Mr. Shotwell's opinion.

Please adivse the undersigned at your earliest convenience regarding your suggestions to resolve this matter preferably in the immediate future to avoid constructive acceleration costs. I am extremely confident that, as in the past, this dispute can be resolved by responsive negotiation.

Yours truly,

HENSEL PHELPS CONSTRUCTION COMPANY

Frank E. Ward
Vice President

FEW:nc

cc: Robert Shotwell
Bob Pierce, Bill Ward

answer indirectly, Region will be in contact with them and attempt to resolve problem —

P.O. Box 1978, Vancouver, WA 98665
57737.1 GREELEY, COLORADO 80631
POST OFFICE BOX O · OFFICE AND WAREHOUSE AT 420 SIXTH AVENUE · AREA CODE 303 352-6565

8511

Form 8-734-3030

2 Keesey
1 Jackmond
3 Hopkins
4 Williams
Johnsen
Glenn

RECEIVED
DEC 28 1978
CONSTRUCTION BRANCH

Richards
Inlo
Widmer
Gebauer
Church

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 26, 1978

FILE:

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: S. BANFIELD INTCHGE. (NE HALSEY ST. U'XING & BANFIELD FWY. O'XING)
Contract 8519

TO: MEMO TO FILE

NOTED
E. S. HUNTER

The attached letter from Bill Tison to Bob Shotwell describes the situation as far as the excavation needed to finish the bridge ends and the haul road on this South Banfield contract. There are 32,648 cubic yards of excavation available according to the contract. This will mean that approximately 11,000 yards of additional excavation will be needed since, according to Bill's letter, the minimum embankment required to finish the bridge end and haul road is about 38,000 yards.

The contract calls for completion of the northbound structure over the Banfield Freeway and the bridge end completions of April 1, 1979. This deadline, according the Shotwell, will not be met and may be as much as six months late. I talked to Don Stoudenmeyer this morning and we decided a reasonable time in which the contractor would be able to do this excavation and complete the embankment at the bridge ends would be July 1, 1979. This date will be put into the upcoming North Banfield Intchge. contract. It does not mean that we have approved a time extension in completing the Northbound Banfield structure. It was meant only as a date that it would be practical and possible to get this excavation out of the area and into the bridge end abutments, and only the amount necessary to complete the haul road portion over the structure.

Also entering into our decision to use this date as the date in which the South Banfield contractor, Hansel Phelps, Could be in this area doing excavation was the fact that very likely this will not cause any conflict or disruption to the North Banfield contract, since there is a considerable amount of work that could be done prior to this date.

MC/gw
Attachment
cc: Bryant Jackmond
Bob Shotwell
Bill Tison

12-29-78
Send copies to
E S Hunter
J.H. Versteeg

RECEIVED
TECHNICAL SERVICES
DEC 29 '78
REFER TO
FOR
Info | Invest | R/D | U/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

9250 N.E. Sidmore St.

Portland, Oregon 97220

December 15, 1978

FILE: CON 8519

FROM: W. A. Tison
Resident Engineer

TO: Bob Shotwell
Resident Engineer

SUBJECT: Remeasure
South Banfield Interchange
East Portland Freeway
Contract 8519

A remeasure of your project has been completed. Available excavation per contract is listed as follows:

"L" 300+00 - 303+00	2,833 Cu. Yds.
"L" 245+50 - 256+50 "EN" 246+50 - 249+50 "NE" 248+50 - 259+00	11,309 Cu. Yds.
"WS" 239+85 - 242+00	7,450 Cu. Yds.
"EB" Detour 301+50 - 305+00	4,165 Cu. Yds.
Banfield Detour 304+00 - 311+50	6,891 Cu. Yds.
Total Available Excavation	32,648 Cu. Yds.

The minimum embankment required to complete the bridge end and the haul road is 37,900 Cu. Yds. The 32,648 Cu. Yds. of available excavation will probably make about 28,400 Cu. Yds. of embankment in place. As you can see, it will be necessary to borrow enough excavation to make up the difference of 9,500 Cu. Yds. embankment that is still required. Based on a shrinkage factor of 15 percent, approximately 11,000 Cu. Yds. of excavation will be needed. This excavation can be made on the "WS" Line 239+85 - 242+00 where approximately 29,200 Cu. Yds. of material exists above grade.

The shortage of material can be attributed to a heavy overrun of embankment foundation excavation in which the excavated material was wasted outside of the construction area and was replaced with good material. Also a heavy amount of material was used to contour the area right & left of the 900 lineal feet of 36-inch pipe installed at Station 290.

WAT/pl

cc: C.T. Keasey
Ed Hardt
D. N. Stoudenmeyer
file

RE RME RE
TE RECEIVED RSM
UE DEC 19 1978 RSC
SO REGION I RBI
TO

1-205-40

FORM 81-734-3030

8519

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

9250 N.E. Skidmore St.
Portland, Oregon 97220
December 15, 1978

FILE: CON 8519

FROM: W. A. Tison
Resident Engineer

TO: Bob Shotwell
Resident Engineer

SUBJECT: Remeasure
South Banfield Interchange
East Portland Freeway
Contract 8519

A remeasure of your project has been completed. Available excavation per contract is listed as follows:

"L" 300+00 - 303+00	2,833 Cu. Yds.
"L" 245+50 - 256+50 "EN" 246+50 - 249+50 "NE" 248+50 - 259+00	11,309 Cu. Yds.
"WS" 239+85 - 242+00	7,450 Cu. Yds.
"EB" Detour 301+50 - 305+00	4,165 Cu. Yds.
Banfield Detour 304+00 - 311+50	6,891 Cu. Yds.
Total Available Excavation	32,648 Cu. Yds.

RECEIVED
DEC 20 1978
ENGINEERING SECTION

Beard ___ Cole ___ Eriksen ___ Hager ___ Dorn ___ Watson ___ Lou ___
Return ___ Discuss ___ Do ___ File Copy ___ Due ___
BY FINAL DESIGN ENGINEER

The minimum embankment required to complete the bridge and and the haul road is 37,900 Cu. Yds. The 32,648 Cu. Yds. of available excavation will probably make about 28,400 Cu. Yds. of embankment in place. As you can see, it will be necessary to borrow enough excavation to make up the difference of 9,500 Cu. Yds. embankment that is still required. Based on a shrinkage factor of 15 percent, approximately 11,000 Cu. Yds. of excavation will be needed. This excavation can be made on the "WS" Line 239+85 - 242+00 where approximately 29,200 Cu. Yds. of material exists above grade.

The shortage of material can be attributed to a heavy overrun of embankment foundation excavation in which the excavated material was wasted outside of the construction area and was replaced with good material. Also a heavy amount of material was used to contour the area right & left of the 900 lineal feet of 36-inch pipe installed at Station 290.

MAT/pl

cc: C.T. Keasey
Ed Hardt
D. N. Stoudenmeyer
file

Versteeg ___ Christensen Doc ___ George ___ Olson ___ Terpin ___ Sullivan ___ Scott ___ Anderson ___

Trout ___

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

8519 ○ ○ 1-205-1

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen
Final Design Engineer

DATE: October 3, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Banfield - Interstate 205 Freeway

An analysis has been conducted to determine the hours of the day when the Banfield freeway can be reduced to a single traffic lane in each direction of travel so that construction at the Interstate 205 - Banfield Interchange area can be accomplished.

An evaluation of hourly traffic volumes indicates that during the consecutive nine hour period between 9 P.M. and 6 A.M. the Banfield Freeway can be reduced to one lane of travel in each direction and provide an acceptable level of service without causing congestion.

L. E. George
Traffic Engineer Supervisor

JH:cs

REFERRED TO
2 Beard 1 Stoudenmeyer
Cole Sample
Eriksen 1 Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
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ENGINEERING SECTION

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Bring Up / /
Action

81-125-1387

8519

9

September 6, 1978

Mr. Jack D. Hoffman
Deputy County Counsel
Multnomah County
710 Multnomah County Courthouse
Portland, OR 97204

RE: Linda Lee McCarthy

Dear Mr. Hoffman:

As requested in your letter of August 31 to Fred Klaboe, we are enclosing a copy of Contract No. 8519 with Hensel Phelps Construction Company covering the South Banfield Interchange (N.E. Halsey Street Undercrossing and Banfield Freeway Overcrossing) on the East Portland Freeway in Multnomah County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Encl.

MULTNOMAH COUNTY OREGON

OFFICE OF COUNTY MANAGEMENT
COUNTY COUNSEL SECTION
ROOM 710, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3138

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

COUNTY COUNSEL
JOHN B. LEAHY
CHIEF DEPUTY
CHARLES S. EVANS
DEPUTIES
PAUL G. MACKEY
MARTIN B. VIDGOFF
GARY J. ZIMMER
JACK D. HOFFMAN

LAURENCE KRESSEL
Div of Land Use Planning

August 31, 1978

Fred B. Klaboe
Assistant Director for Operations
Division of Transportation
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: McCARTHY, Linda Lee

Dear Mr. Klaboe:

I am enclosing a photocopy of the cover page of a Contract and Bond for Highway Construction between the County of Multnomah and Hensel Phelps Construction Company, Contract No. 8519.

I would like to obtain a copy of this Contract and Bond for defense in a litigation matter brought against Multnomah County by the above-entitled Linda Lee McCarthy.

Sincerely,

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

By _____
Jack D. Hoffman
Deputy County Counsel

JDH:jm
Enclosure

SEP 5 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

AN EQUAL OPPORTUNITY EMPLOYER

RECEIVED
DOT OPERATIONS
SEP 05 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
C. W. HEAD

626-1097
I-205-7(40)311

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

COUNTY MULTNOMAH

HIGHWAY EAST PORTLAND FREEWAY

SECTION S. BANFIELD INTCHGE. (NE HALSEY ST. U'XING & BANFIELD FWY. O'XING)

KIND OF WORK GRADE, PAVE & STRUCTURES

CONTRACT NO. 8519

CONTRACTOR Hensel Phelps Construction Co.

DATE OF AWARD MAY 3 1977

SPECIFIED COMPLETION: (a) APRIL 1, 1979
(b) 900 CALENDAR DAYS

START

8519

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 20, 1978

Hensel Phelps Construction Company
P.O. Box 1978
Vancouver, WA 98665

Attention: Mr. Robert Pierce

Re: Pile Driving Claim
South Banfield Interchange
Contract No. 8519

Gentlemen:

The Contract Claims Review Board has unanimously recommended to the State Highway Engineer that your claim for additional costs for driving steel piling on the above project be denied as being without basis. The State Highway Engineer has approved that recommendation.

The Board finds that the character of the work was not altered and that the contract provisions provided payment for all pile driving work done.

Sincerely,

NOTED
H.S. COULTER

O. B. Jackmond, Secretary
Claims Review Board

OBJ:fr

cc: H. S. Coulter
R. L. Schroeder
Jack Sollis
Ed Hardt
Robert Shotwell

bc: L. W. Rulien
D. H. Moehring
Vern Skoog

RECEIVED
STATE HWY ENGR
JUL 26 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122 (Rev 7-77)

8519

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 18, 1978

FILE: CON 4-6
CON 5 #8519

FROM: O. B. Jackmond, Secretary
Claims Review Board

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Claim Board Recommendation
Pile Driving Claim
S. Banfield Interchange Section
Contract No. 8519

The contractor on the above project, Hensel Phelps Construction Company, submitted a claim in the amount of $32,587.98 in behalf of a subcontractor, Foundation Construction, Inc. The claim is for added cost incurred due to the time required to drive and splice piling in bents 2 and 3. The steel piling driven in these two bents overran considerably - bent 2, 243%; bent 3, 135% - as compared to the "Engineer's Estimated Length" stated in the project Special Provisions. The subcontractor bases his claim on Standard Specification Article 104.02 - Alteration of Plans or Character of Work; Article 109.04 - Compensation for Alteration of Plans or Character of Work; and Article 109.05 - Claims for Extra Compensation and Notice. The subcontractor claims that the alleged overrun required 13 additional days in the pile driving operation and the dollar amount of his claim is derived by computing labor and equipment costs for 13 days.

This matter was heard by the Contract Claims Review Board on July 6, 1978. The Board has unanimously recommended that this claim be denied as being without basis. The Board further finds that the character of the work was not altered and that the contractor has been fairly paid in accord with contract provisions for all pile driving work performed.

The Board's findings and recommendation are based on the following:

A. The contract Special Provisions and Standard Specifications provide payment for all work associated with pile driving, regardless of length of piling driven. Pertinent specifications are:

503.42 - Ordering Piling

(b) Steel piles and shells for cast-in-place piles - The contractor will not be furnished an order list for steel piles or steel shells. The contractor shall be responsible for determining the pile lengths required and for ordering and furnishing piling of sufficient length to obtain the penetration and bearing value specified, and to extend into the cap or footing as indicated on the plans. For the purpose of determining the lengths of piles required, the contractor, at his expense, may drive test piles, make borings, or make such other investigation as he considers necessary.

RECEIVED
STATE HWY ENGR
JUL 20 '78
REFER TO
Info
Sign

The "Engineer's Estimated Length" shown on the plans or in the special provisions shall be used only for comparison of bids and for determining minimum pay lengths for driving as hereinafter specified. In no way shall the Engineer's Estimated Length be considered to represent the final individual or total pile length required.

Measurement

503.82 Furnish Piling:

(b) Steel piles and steel shells for cast-in-place piles - The quantity to be measured for payment will be the number of linear feet, measured to the nearest foot, of pile remaining in the completed work, measured from the tip of the pile to the plane of the cutoff.

503.83 Drive Piles - The quantity to be measured for payment will be the number of linear feet of piling in place, measured to the nearest foot, from the tip of the pile to the bottom of the footing or cap.

503.84 Splice Piles:

(b) Steel piles and steel shells for cast-in-place piles - No measurement will be made for splices to steel piles or steel shells, regardless of location or purpose, as it shall be understood that all splices will be included in measurement for Furnish Piling as defined by subsection 503.82(b).

503.88 Handling and Preparation of Piling - The quantity to be measured for payment will be each pile furnished, driven and accepted in the work.

503.91 Pay Items - The accepted pay quantities, determined as above provided, will be paid for at the applicable contract price per unit of measurement for one or another of the pay items listed below or covered under special provisions, as set forth in the bid schedule.

	Pay Item	Pay Unit
(d)	Furnish Steel Piling	Lin. Ft.
(i)	Drive Steel Piles	Lin. Ft.
(m)	Handling and Preparation of Piling	Each

In item (d) above the size of piling will be inserted.

503.92 General Coverage - Payment at the applicable contract price per unit of measurement for the respective and applicable pay item as set forth in subsection 503.91 when made as provided shall be full compensation in each instance for furnishing all materials, labor, equipment, tools and incidentals necessary to complete the work.

503.93 Handling and Preparation of Piling - Payment for item (m), when made at the contract unit price per each, shall be understood to be full payment for handling the piling prior to and after driving, including but not limited to placing in the leads, placing the hammer on the pile, cutting off and disposing of pile cut-offs, tip reinforcing, and other items required in handling and preparing piling.

B. Data presented to the Board indicated that:

1. The piling actually driven in the Halsey Street Structure exceeded the "Engineer's Estimated Length" by 1,119 Lin. Ft., or 11.9%.

2. The subcontract agreement states that the prime contractor will furnish the piling and the subcontractor will do all other work required in the pile driving items for a "lump sum" amount. (Note that payment under the contract provisions for splicing is included in the "Furnish" item and payment for "Driving" is on a lineal foot basis.)

3. The subcontractor derived his 13 days additional time by comparing the time required to drive piling for bents 2 and 3 with the time required to drive piling for bent 4. Of the seven pile bents driven, bents 2 and 3 were the most difficult to drive and bent 4 was the easiest to drive, as anticipated.

4. After the piling in bents 2 and 3 were driven, a test pile was driven on an adjacent project. As a result the pile bearing formula was revised on this project to require significantly less bearing. The subcontractor admits that if the pile driving formula had not been revised he would have no basis for his claim. Yet the revision clearly reduced the length of piling driven, splices required and time required, which is the basis of the additional cost claimed.

The Contract Claims Review Board recommends that this claim be denied as being without basis. With your approval of the Board's recommendation I will so notify the contractor.

OBJ:fr

cc: R. L. Schroeder, Chairman
Ed Hardt

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
DATE: 7-20-78

7-20-78

5519

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO 1-205-4D
Metropolitan Branch

TO: A. D. OLSON
Preliminary Design Engineer

DATE: April 14, 1978

FROM: KEN D. LIMBOCKER
METRO Design Engineer

S. Banfield Fwy.
I 205

SUBJECT: "ES" Ramp Sound Berm

Submitted are copies of plans, profiles, and typicals which will be used to construct the 10' sound berm along the "ES" ramp adjacent to Northeast Multnomah Street in the South Banfield Interchange.

Pacific Northwest Bell Telephone Company will be relocating their telephone cable as soon as right-of-way is purchased. As per agreement with the state they will use their excess material (approximately 12,000 cy) to construct part or all of the sound berm. Topsoil will be added later by others.

Hamilton expedite per Cartwright add.

Their access road will connect temporarily to Multnomah Street until the cul-de-sac is completed.

PEH:ja

Data to Jack Cartwright
ADO. 4/18/78

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 17 1978
ENGINEERING SECTION

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Bring Up ___/___/___
Action

81-125-1387

8519

ROW 18-2

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 1, 1978

1A-006.17-A

Mr. H. S. Coulter
State Highway Engineer
Room 129 Transportation Building
Salem, OR 97310

SXF 900

Dear Mr. Coulter:

Enclosed is a copy of Order No. 78-095 issued by the Public Utility Commissioner on February 21, 1978, relative to the above-subject matter.

Very truly yours,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosure
cc: C. R. Burghart - FHWA
E. S. Hunter
Walter J. Hart
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
M. D. Payne
Robert Shotwell
R. P. Hamilton
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 2 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ORDER NO. 78-095
Crossing No. 2A-006.17-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 900

In the Matter of the Application of THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct a separated crossing of East Portland Freeway (I-205) and Union Pacific Railroad Company, Main Line, near Portland, Multnomah County, Oregon.	)	ORDER

On December 8, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a separated overcrossing of the East Portland Freeway (I-205), a highway under the jurisdiction of the applicant, over the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, main line (also known as the "Graham Line"), near Portland, Multnomah County, Oregon.

Comments on the application were made by the Commssioner's staff by letter dated January 31, 1977 and by Union Pacific Railroad Company letter dated March 17, 1977.

Copies of the application and responses thereto were duly served upon Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company, Multnomah County, City of Portland, Oregon Department of Land Conservation and Development and applicant. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED THAT:

(1) The authority to construct the separated crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Construct the separated overcrossing structure, and bear all the cost thereof;

(b) Maintain the entire stucture including the beam-bearing assemblies and bear all the cost thereof;

(c) Maintain all highway appurtenances to the crossing structure and bear all the cost thereof;

(d) Bear the cost of all damage to the structure caused by motor vehicle traffic on the highway;

(e) Coordinate all temporary impairments of standard railroad clearances with the Union Pacific Railroad Company at least forty-eight hours in advance of any impairment; and

(f) Notify the Commissioner upon the completion of the project.

(3) Union Pacific Company shall maintain the railroad track, railroad drainage and all railroad facilities beneath the structure, and bear all the cost thereof.

After completion, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances as may be necessary, is granted subject to provisions of (2)(e) above.

Made, entered and effective February 21, 1978.

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
Public Utility Commissioner

dw

8519 S. Banfield Intchge. Sec. of 1977
the East Portland Freeway
(Grading, paving & struc.) #1

Item 32

R. R. 769 8-13-74
RR 875 10-4-77

8519

December 8, 1977

Mr. Charles Ball
Law Clerk for Paul J. Rask
1022 Georgia-Pacific Building
Portland, OR 97204

Dear Mr. Ball:

As requested in your recent letter, we are attaching a copy of the contract and bond, Contract No. 8519, Hensel Phelps Construction Co., covering the S. Banfield Interchange (N.E. Halsey St. U'Xing and Banfield Freeway O'Xing) Section of the East Portland Freeway in Multnomah County.

You will note on page 1 of the Special Provisions, reference is made to the 1974 edition of the "Standard Specifications for Highway Construction". If you would like a copy of these specifications, please advise. There is a charge of $5.

There is a national "Manual on Uniform Traffic Control Devices for Streets and Highways". We do not have any extra copies of this manual. Attached is a Federal Bulletin listing the cost of the manual and where it can be obtained.

There will be no charge for the contract and bond as we had an extra copy in the office.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr
Enclosures

PAUL J. RASK
ATTORNEY AT LAW
1022 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204

AREA CODE 503
TELEPHONE 223-4118

PAUL J. RASK
NICHOLAS A. DRAKULICH
THOMAS E. LAURY
GEORGE J. GREGORES

December 2, 1977

Cecil Head
Commission Services
Room 122, Transportation Building
Salem, OR 97310

Dear Mr. Head:

Thank you for taking the time and helping me locate the contract information I needed regarding Hansel-Phelps contract search on November 29, 1977.

Pursuant to that telephone conversation, I am requesting from you copies of contract No. 8519 regarding the Northeast Halsey and 100th Avenue interchange construction over the Banfield Freeway.

Please send copies of all attendant documents to that contract which delineate the responsibilities and the construction standards required of Hansel-Phelps Construction. Please send any information regarding the Federal Government's responsibility or duties involved in the construction of I-205 generally and the Halsey interchange in particular. What I am trying to obtain is information regarding the duties and responsibilities of the State, Hansel-Phelps Contractors, and the Federal Government in the construction of that section of I-205.

Of particular concern is what standards are imposed upon the various contractors regarding the construction and placement of traffic control devices. If you have any information regarding the standards which would be in effect for traffic control devices generally, please indicate that information.

Naturally, we expect to incur expenses in soliciting this information. Please send a bill or charge sheet and we will remit the same immediately.

Thank you for your time and consideration.

Very truly yours,

Charles Ball

CHARLES BALL
Law Clerk for Paul J. Rask

CB:lp

RECEIVED
DEC 5 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8519

UNION PACIFIC RAILROAD COMPANY

REAL ESTATE DEPARTMENT

L. T. MONACO
DISTRICT REAL ESTATE MANAGER
(503) 288-6221

ROOM 600 PITTOCK BLOCK
P. O. BOX 4265
PORTLAND, OREGON 97208

RECEIVED
OCT 11 1977
RR & UTILITY UNIT

October 10, 1977

1150-769

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Division
Salem, Or 97310

Dear Mr. Chidsey:

Reference is made to your letters dated June 3, 1977, R/W File 49220 and June 21, 1977, R/W File 49372, regarding the monetary consideration for a highway overcrossing of Railroad Company property in the vicinity of Clarnie (M.P 6.17) and Fir (M.P. 13.33), Oregon.

This is to advise the monetary consideration of Forty-five Thousand ($45,000.00) Dollars for the South Banfield Interchange and Twenty-nine Thousand One Hundred ($29,100.00) Dollars for the Columbia Boulevard Interchange have been approved by this Company.

Very truly yours,

L T Monaco

xC: J.B. Boyd. -
Head

NOTED

#2319

9

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

October 4, 1977
Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Supervisor

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Construction-Maintenance Agreement
S. Banfield Intchge. Section
East Portland Freeway
Multnomah County
ODOT Agreement No. RR-875
R/W File 49220

The State's fully executed counterpart of a Construction-Maintenance Agreement among Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, the State of Oregon, by and through its Department of Transportation, Highway Division, and Multnomah County covering the work to be done on the South Banfield Interchange Section of the East Portland Freeway in Multnomah County has been handed to Velda DeGuire in Right of Way for processing after which it will be forwarded to your office for your permanent files. A fully executed copy of this agreement has been forwarded to Multnomah County by Union Pacific Railroad Company. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for the requirements of the agreement as stipulated under Articles II and III of the agreement. The Construction Division will also be responsible for monitoring the work done by the railroad under the terms of this agreement and review and approval of the bills presented by the railroad company. The Maintenance Section will be responsible for maintenance of the work to be done as set forth in Article IV. The Accounting Section will be responsible for auditing the final bill upon presentation by the railroad. Section heads should review the agreement to thoroughly understand the responsibilities their section must bear under the terms of the agreement.

JEC:db
cc: G. L. Green-w/copy agreement
J. B. Boyd-w/original agreement
C. T. Keasey-w/copy agreement
D. E. Swan-w/2 copies agreement
Robert Church
J. L. Sollis
V. E. Skoog-w/copy agreement
E. L. Hardt-w/copy agreement
Robert Shotwell-w/copy agreement

NOTED
C. W. HEAD

8519

8

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

September 27, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

RE: PUX 1121 SXF 899

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-652 issued by the Public Utility Commissioner on September 16, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
Walter J. Hart
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
James E. Chidsey
J. D. McClure
R. P. Hamilton

ORDER NO. 77-652
Existing Crossing No. 2A-6.20-A
DOT Crossing No. 809 168 H
New Crossing No. 2A-6.24-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 899

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division for the authority, pursuant to ORS 763.030, to relocate a separated crossing of N. E. Halsey and Union Pacific Railroad Company, main line, near Portland, Multnomah County, Oregon.	ORDER

On December 8, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to relocate an existing separated crossing of N. E. Halsey Street, a street under the jurisdiction of Multnomah County, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pac'fic Railroad Company, main line (also known as the "Graham Line"), near Portland, Multnomah County, Oregon.

Applicant proposes to relocate the existing separated overcrossing No. 2A-006.20-A, Halsey Street, northerly of its present location. This relocation is required to accommodate the East Portland Freeway (I-205). The relocated overcrossing will have a higher elevation to provide adequate clearance for the East Portland Freeway.

By letter dated January 31, 1977, Commissioner's staff requested clarification of several items in the application.

Union Pacific Railroad Company, by letter dated March 17, 1977, provided some clarifying information. In addition, the railroad proposed that the relocated structure be assigned Crossing No. 2A-6.24-A. PUC staff, by letter dated March 30, 1977, concurred with the proposed crossing number.

Multnomah County, by letter dated March 25, 1977, pointed out discrepancies in responsibilities for maintenance of the new structure. It also stressed the necessity of continuing the existing overcrossing structure in service until the new overcrossing structure is ready for use.

Applicant, by letter dated April 26, 1977, amended its application to read, Multnomah County and State Highway Division will be responsible for maintenance of the structure with each party bearing the cost of maintenance as specified in an agreement dated November 10, 1976.

Copies of the application, the amendment and responses thereto were duly served upon Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Multnomah County, City of Portland, Oregon Department of Land Conservation and Development and applicant. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the application, the amendment and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to relocate the existing separated overcrossing as requested herein is hereby granted.

(2) The existing separated overcrossing No. 2A-006.20-A shall continue in service until the relocated separated overcrossing is completed and opened to vehicular traffic.

(3) Applicant shall:

(a) Construct the separated overcrossing structure, and bear all the cost thereof;

(b) Maintain the overcrossing structure, including all highway appurtenances as per agreement dated November 10, 1976 between Oregon State Highway Division and Multnomah County, and bear the cost thereof in accordance with the terms of said agreement;

(c) Remove the existing separated overcrossing (No. 2A-006.20-A) after the new separated overcrossing has been opened to vehicular traffic, and bear all the cost thereof;

(d) Coordinate all impairments of standard railroad clearances with the Union Pacific Railroad Company at least forty-eight hours in advance of any impairment; and

(e) Notify the Commissioner upon completion of its portion of the project.

(4) Multnomah County shall:

(a) Maintain the overcrossing structure, including all highway appurtenances as per agreement dated November 10, 1976 between Oregon State Highway Division and Multnomah County, and bear the cost thereof in accordance with the terms of said agreement; and

(b) Bear the cost of repairing all damage to the structure caused by motor vehicular traffic on the highway.

(5) Union Pacific Railroad Company shall maintain the railroad track, railroad drainage and all railroad facilities beneath the structure, and bear all the cost thereof.

After completion, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances as may be necessary is granted subject to provisions of paragraph (3)(d) above.

Made, entered and effective September 16, 1977.

CHARLES DAVIS
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

#8519 8-1-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED STATE HWY ENGR AUG 3 '77 REFER TO [illegible] FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Railroad Work (South Banfield Interchange Section)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 20, 1977 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad company, approved by the Highway Division on 6-15-77 at a total estimated cost of $111,070 Federal Funds $102,450.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-77	G. L. Green	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

8519

8-1-77

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO Planning
FOR
Info | Invest | R/D | D/R | Sign | Alt | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-16-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line".

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment - City of Portland Bureau of Water Works (relocation of 8" water meter and vault - S.Banfield Interchange) TEC not to exceed $11,707 - FF $10,798

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's 7-13-77 letter this will confirm the advance authorization of Mr. C. J. Christianson of this office to proceed with the actual adjustments for the City of Portland's Bureau of Water Works effective May 16, 1977 on an actual cost basis not to exceed $11,707 - Federal Funds $10,798.

I approve the agreement with the City of Portland, Bureau of Water Works, consisting of your utility engineer's verbal notice of conflict, the Bureau's job estimate and sketch as furnished by Mr. Cartwright's 7-13-77 letter. Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-77	W. V. Gruhl	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

1-205

FORM 81.734.3070

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESTONDENCE

FILE: CON 5

Region 1 - Milwaukie

July 21, 1977

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: SOUTH BANFIELD INTERCHANGE
(N.E. HALSEY U'XING AND
BANFIELD FREEWAY O'XING)
Contract No. 8519

TO: MEMO TO FILE

This contract called for embankment foundation excavation, as shown on sheet 2 on the plans. At the plans in hand meeting for this job, the necessity of the toe trenches was questioned, and it was decided to leave them in the plans with the idea that if the foundation material proved to be adequate they could be eliminated, or reduced in size.

The trench on the east side was built as one of the first items on the contract, and is now serving as the base for the haul road. There was some question from the Region Geologist as to whether it was necessary. Fred Yarbrough looked at the excavation for the 84" pipe on the west side, and the foundation material, and recommended eliminating the trenches on this side at this time and under this contract. The stability of the extension of the pipe will have to be studied and some provision made to correct the fill conditions in the area under a future contract.

The storm sewer contractor has pushed fill material out and over the old existing area in an effort to create more room to work in. He has been told he is responsible for removing and disposing of this randomly created fill, however, there will undoubtedly be some additional corrective measures necessary in order to insure stability of the fill and the safety of the storm sewer.

MC/lms
cc: Bob Shotwell w/attachment
Buz Banzer w/attachment
Hal Versteeg w/attachment
Dan Gano w/attachment

REFERRED TO

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1-205

FORM 81.734.3070

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie

July 21, 1977

FROM: MARION CRAFT
Region Construction Engineer

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(N.E. HALSEY O'XING AND
BANFIELD FREEWAY O'XING)
Contract No. 8519

TO: MEMO TO FILE

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MC/lms
cc: Bob Shotwell w/attachment
Buz Banzer w/attachment
Hal Versteeg w/attachment
Dan Gano w/attachment

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1977

To: Ed Hardt
Region Engineer
Milwaukie

SUBJECT: S. Banfield Interchange Section
East Portland Freeway I-205
Multnomah County
Foundation Sub-excavation

Attention: Marion Craft, Construction Engineer

Foundation sub-excavation was specified under the slopes of the fill in the subject section because the real character and extent of the waste material existing near station 294 was still unknown at the time the plans were published; and such material is very difficult to evaluate by exploration drilling.

Storm sewer excavation and bridge foundation excavations have now been made in the vicinity of sub-excavation work on the right side near station 294 and none but competent foundation conditions have been found in these excavations. Therefore, it is my recommendation that the Embankment Stabilization trench excavation remaining to be done on the right side of the fill in the vicinity of station 294 can safely be deleted from the subject contract.

It is now apparent that more evaluation of the foundation conditions and slope design requirements needs to be done on the right side back to the north of station 294 to assure that the slope and big sewer pipe will be stable. Examination of the situation existing indicated that most of the pipe still to be placed north of the existing terminus should not be laid in place until the existing fill to be under it is reconstructed to be stable. Otherwise, it may be in the way of the reconstruction.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Frank Terpin
J. H. Versteeg
R. L. Banzer

8519

I-205

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1977

SUBJECT: South Banfield Interchange
East Portland Freeway
Multnomah County

To: R. N. Bothman
Region Engineer, Metro
Portland

Attention: K. E. Limbocker

In order to complete a foundation strength analysis in a critical area under a ninety foot fill slope in which the 84-inch sewer will be located near station 292 on the right of the subject section, it is suggested that your Region Geologist should make some additional exploration therein. The area of interest is a 200-foot length of the foundation at the right hand toe of the proposed fill and below elevation 160.

A few shear strength tests in the upper silt layer and the depth through the silt to the gravel are items of particular interest in addition to the usual standard penetration and moisture content tests.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Frank Terpin
J. H. Versteeg
Marion Craft
Dan Gano

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage

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I-205

FORM ST-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 15, 1977

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

TO: HAL VERSTEEG
Road Design Engineer

SUBJECT: SOUTH BANFIELD INTERCHANGE
(N.E. HALSEY STREET U'XING
& BANFIELD FREEWAY O'XING)
Contract No. 8519

For your information, the toe trench embankment on the east side of the freeway and the 36 inch pipe have been installed approximately as shown on the attached drawing, shown by the dark green line. The plans only called for the 36 inch pipe to be installed under the haul road; however, the future pipe to the west would have been covered up by a considerable height of fill due to the storm sewer contractors operations, so it seemed the only reasonable, logical thing to do was build the pipe now.

MC/lms
Attachment
cc: Bob Shotwell

1 Versteeg
2 Olson
3 [illegible]
Scott
Swenson
Savage
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JUL 18 1977
ROAD DESIGN SECTION

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Board — Reed
Cole WEC — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8.519

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

July 15, 1977

Mr. O.E. Yates
1904 NE 62nd Avenue
Portland, Oregon 97213

Dear Mr. Yates:

Most highway construction contracts provide that any downed timber becomes the property of the contractor to do with as he sees fit.

A contractor's liability insurance is usually limited to those associated with a project so the general public must be excluded from the site.

. I understand from the Highway Division that the contractor intends to sell or give away some of the wood but he first must move it away from the construction area.

I suggest that you keep in touch with the contractor to find out when and where he will make the wood available to the public.

Sincerely,

Governor

RWS:cb

bcc: Dept. of Transportation

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STATE HWY ENGR
JUL 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

COPY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

July 13, 1977

FILE:

FROM: M. B. SMITH
Region Office Engineer

SUBJECT: LETTER TO GOVERNOR FROM O. E. YATES

TO: H. S. COULTER
Highway Engineer

Attached find suggested rough draft reply for the Governor's consideration concerning Mr. O. E. Yates' interest in downed timber on the I-205 right-of-way.

I phoned Mr. Yates to clarify the area he made reference to. We agreed that the area should be the Maywood Park area rather than the Menlo Park area. I then called the contractor working in that area, R. A. Heintz Co., and they assured me that as soon as they resolved the legal aspects, they would move the downed timber to a site off the project where they would sell part of the wood and also give away a portion of it. Also, they informed me that their liability insurance does not cover anyone not associated with the project to be within the limits of the project.

Attachment
MBS/cr

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STATE HWY ENGR
JUL 14 '77
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Please prepare draft reply
for Governor's signature
by 7/15
Thank you.

PLEASE RETURN
ORIGINAL LETTER

RECEIVED
JUL 7 1977
Governor's Office

1904 N E 62nd Ave.
Portland, Oregon
July 6 1977

Honorable Governor
Mr Robert Straub
State House
Salem Oregon

GS RE RME RCE
TE RECEIVED RSM
UE JUL 11 1977 RSC
SO REGION I RBI

Dear Governor Straub:

On the I-205 freeway right of way a considerable amount of timber has been removed and the scrap portion has been piled in wind-rows.

There is an abundant amount of good firewood in this scrap portion that is to be disposed of by either burning or hauling to the city dump. We have been refused the privilage to take any of the scrap wood which is badly needed for fuel.

Much has been said and written about saving fuel, either oil or gas, and I think it is ridiculous to destroy it when it can be used by people as fuel.

The contractor in charge of the prpject has informed us that the State of Oregon has instructed him not to permit people to pick up the scrap wood. However, the local highway has informed me that it is up to the contractor to dispose of the scrap as he see fit.

Will you please look into this and see if this can be placed in position for use as fuel instead of being disposed of by burning or taken to local disposal sights. Reference is made to the Menlo Park district.

Sincerely yours.
O E Yates
O E Yates.

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JUL 8 1977
OFFICE
DIRECTOR of TRANSPORTATION

282-3029

8519

ROW 18-2

June 3, 1977

Mr. L. T. Monaco
District Real Estate Mngr.
Union Pacific Railroad Co.
P.O. Box 4265
Portlaad OR 97203

S. Banfield Intchge. Section
East Portland Freeway
Multnomah County
R/W File 49220
UPRR File 1150-769

Dear Mr. Monaco:

The review appraisal has been completed on the permanent easements we have requested at UPRR M.P. 6.17 at Portland (Clarnie), Oregon on approximately two acres of railroad property. The Oregon Department of Transportation, Highway Division, offers to pay to Union Pacific Railroad the sum of $45,000 for the easements and retaining walls which have been requested on railroad company property. It would be appreciated if you would review this offer and advise me as to its acceptability by Union Pacific Railroad Company.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

cc: R. S. Orr, UPRR
Portland

bc: J. B. Boyd
J. L. Sollis
Lou Grothaus
Milner Mead

#8519

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 1, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Electric Service to Temporary Lighting
Pacific Power & Light Co.
Clackamas River-Washington State Line Utility Project
[S. Banfield Intchge. (N.E. Halsey St. U'xing) Section]
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to remove existing electric service and install new electric service to temporary lighting prepared by Pacific Power & Light Co. dated April 27, 1977, and a sketch showing the proposed work.

The work was originally anticipated. The temporary lighting is contained in the plans for the project. PP&L was advised verbally of the service requirements as soon as it was known. The agreement will consist of verbal notification of service requirements, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed installation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the work involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed service installation by PP&L.

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of E. J. Valach's advanced authorization to proceed with the work as of May 23, 1977, under the provisions of PPM 30-4 and 30-4.1 are requested. Estimated cost to the State is $2,741.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enc.

cc: H. S. Coulter
D. E. Swan
Robert Church

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STATE HWY ENGR
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ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 19, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Power Line Relocation
Pacific Power & Light Co.
Clackamas River-Washington State
Line Utility Project
[S. Banfield Intchge. (N.E. Halsey
St. U'xing & Banfield Fwy. O'xing)
Section]
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to provide a temporary relocation of Pacific Power & Light Company's facilities dated March 9, 1977, and a sketch showing their proposed relocation.

The temporary relocation is required because the State has not acquired the additional right of way for highway construction on N.E. Halsey Street that will provide an out-of-conflict location for PP&L's relocated facilities. It is in the best interest of the project and the public to proceed with the temporary relocation and clear the construction of this project. PP&L's final relocation will clear all proposed construction.

A copy of the relocation letter to PP&L dated February 23, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

Form 81-734-3123

There will be no betterment derived from the proposed adjustment of the PP&L's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 20, 1977, under the provisions of PPM 30-4 and 30-4.1 are requested. Estimated cost to the State is $3,710.00

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enc.

cc: H. S. Coulter
D. E. Swan
Robert Church
Gary Kennen

RECEIVED
STATE HWY ENGR
MAY 20 '77
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1-205-40

FORM 21.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

1101 North Russell Street
Portland, Oregon 97227
May 12, 1977

FILE:

FROM: Robert E. Shotwell
Resident Engineer

SUBJECT: S. Banfield Interchange
Contract No. 8519
102nd. Ave. Project

TO: MEMO TO THE FILE

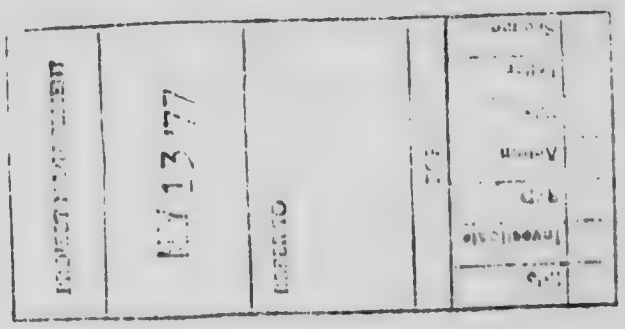
A meeting was held on May 11, 1977 in the Multnomah County Offices.

Present with the county were: Oliver Domreis
Gary Newbore
Burton Nelson

Present with the State were: Don Harwell
Marion Craft
Bob Schalk
Bob Shotwell

First item discussed was movement of approx. 32,000 Cu.Yd. of exc. from the 102nd. Ave. Project across Hancock Drive. Hancock Drive will be relocated and according to Mr. Harwell hard surfaced (A/C) County approved movement of material providing proper signing and traffic protection supplied.

Discussion then moved to S. Banfield Project with discussion on movement of approx. 312,000 Cu. Yds. from the North end of project to the South end. Apparent intent from plans was to utilize Hancock Drive as a haul road. County does not approve of this use of the road contending heavy truck traffic would impair use of road for jail, county shops and the public. They agreed to allow us to utilize County Property West of the County Shops for a haul road, the exact location to be determined. The County approved this with the provision that the haul road be fenced adjacent to their shop area in order to maintain security for their facility.



They also are concerned about noise and request that no haul take place between the hours of 10:00 P.M. - 6:00 A.M.

The crossing of Hancock Drive will be done in a safe manner with use of signing and flagmen when necessary.

RES:rsr

XC: Marion Craft
Don Harwell
Road Design - D. Christensen
Metro — K. Limbocker

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8519

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 29, 1977

FILE:

NOTED
E. S. HUNTER

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Construction Screening--Maywood Park
S. Banfield Interchange
(NE Halsey St. Undercrossing &
Banfield Overcrossing)
East Portland Freeway
Multnomah County

The borrow area for the embankments on this section comes within 100 feet of Maywood Place as shown on the plans. Through an oversight no construction screening measures were included to screen the worksite from the Maywood Park residential area.

Attached is a piece of the detail map on which a proposed berm and revised borrow area are shown. Sight lines from three points across Maywood Place are indicated and their profiles are shown on the second sheet along with the line of sight for a 10 foot berm. A revised plan sheet showing the berm and borrow area is also attached. Field observation may indicate the need for additional height or for a short extension south on the leg paralleling Hancock. This should be reviewed when building the berm.

There would be a reduction in the area of the borrow site plus a loss of about 6,000 yards for the berm. The quantities lost could be replaced by excavating deeper on the "WS" Line since it had only been partially excavated, to the point where the balance had been reached with the original borrow limits.

It is recommended that the berm as indicated be constructed as a first order of business in order to provide visual and noise screening in this highly sensitive area.

ADO:az
Attachments
cc: E. S. Hunter
R. N. Bothman
C. T. Keasey
Walt Hart
Ed Hardt
Gary Potter

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STATE HWY ENGR
MAY 2 '77
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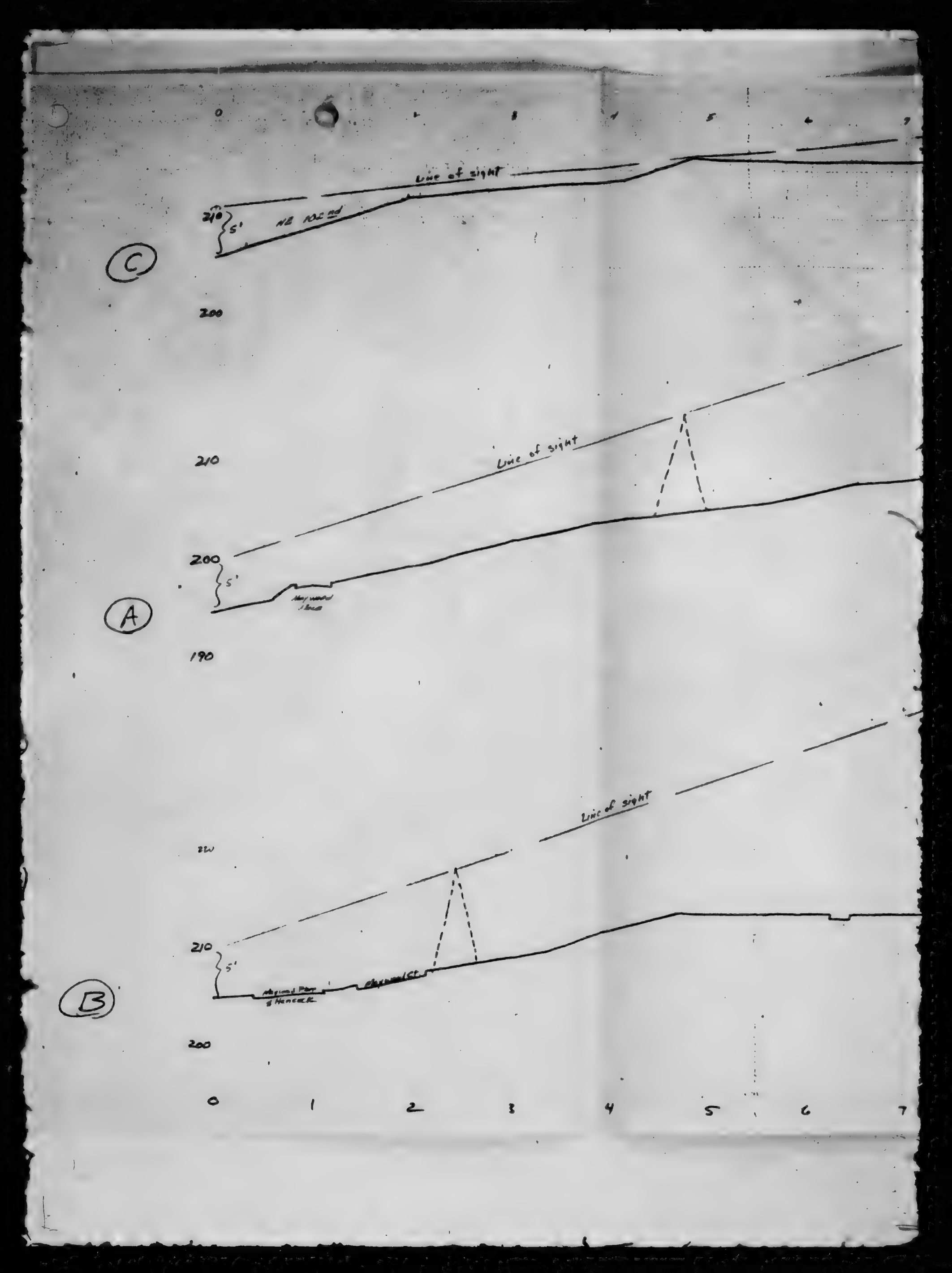
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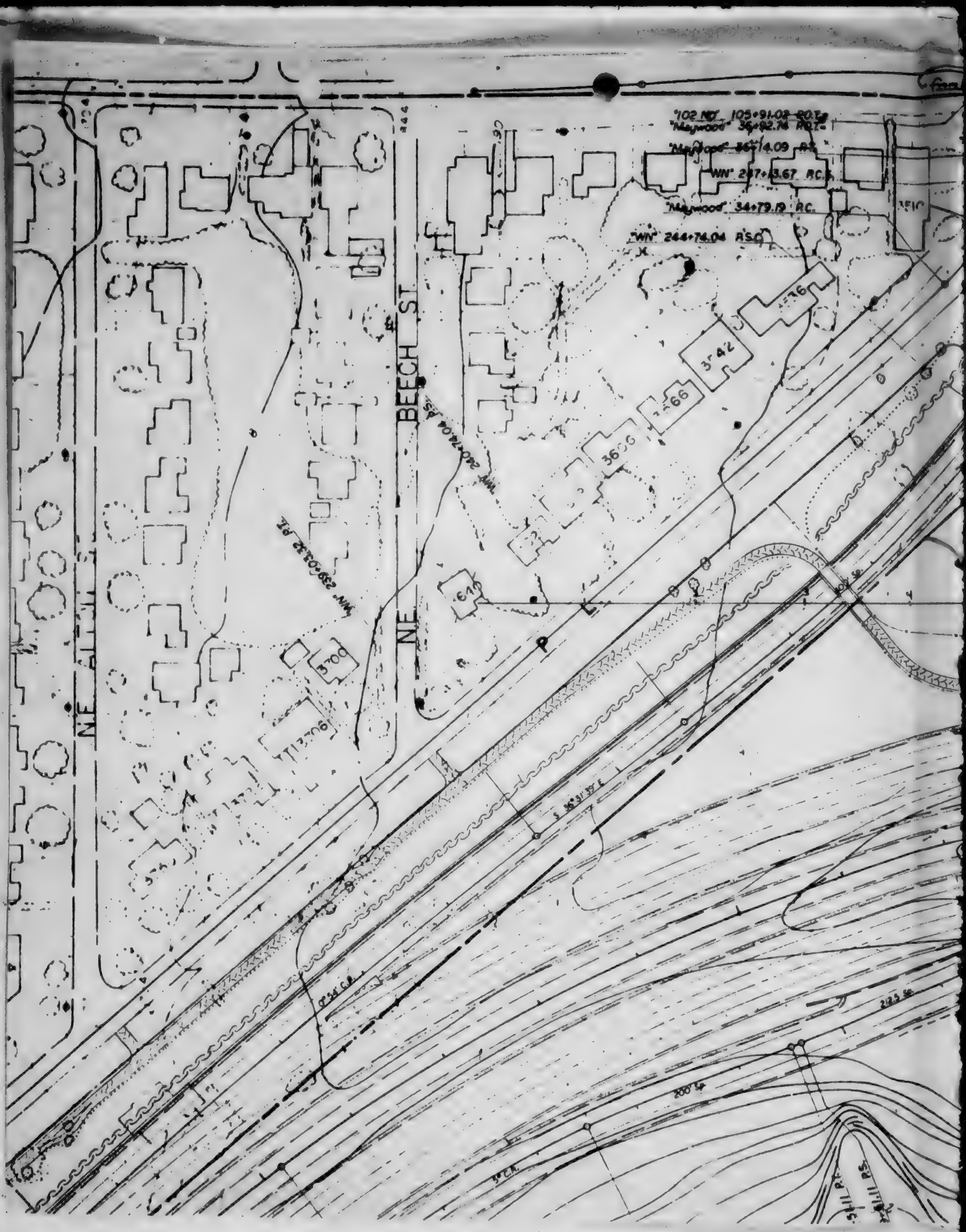
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"Maywood" 36+14.09 P.C.
"WN" 237+3.67 P.C.
"Maywood" 34+79.19 P.C.
"WN" 244+74.04 P.S.C.
WN 240+74.04 P.S.
WN 239+03.32 P.T.
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61
S 36° 31' 37" E
200 Sq.
2283 Sq.
Still P.S.
Still P.S.

from house across road
"102 NOT 103+91.03 POT
"Maywood" 36+92.74 POT
"Maywood" 36+14.09 P.S.
"WV" 237+13.67 P.C.
"Maywood" 34+79.19 P.C.
"WV" 244+74.04 P.S.O.
3510
36
3-42
36
36-6
Screen berm
Proposed
Original (Max) Exc. limits
"WS" 249+87.58 P.C.S.
"WS" 243+00.00 P.C.
"WS" 245+00.00 P.T.
"WS" 245+00.00 P.C.
"WS" 243+
"WS" 241+73.61 P.S.C.
"WS" 241+73.61 P.S.
"WS" 241+73.61 P.S.
RW
212.5' Sp.
400' Sp.
250' Tapr.
300' Tapr.
6°30' C.L.
S 6°47'35" E
S 35°31'37" E
180
243' Sp.
200' Sp.

Sta. 241+73.61 PSC.

180

170

160

154

190

Sta. 243+48.50 PSC

Sight Lines

Sta. 247+92.76 PCC

Sta. 245+50.00 PT

Original Excavation Limits

Proposed Excavation Limits

Sta. 249+28.58 PCS

Sta. 243+50.00 PCC

Sta. 245+50.00 PT

Proposed Screen Wall

RW

230

22 6

24

212.5 Sq.

Sta. 249+50 P.S.

Sta. 247+92.76 PCC

Sta. 249+28.58 PCS

Sta. 243+50.00 PCC

Sta. 245+50.00 PT

Sta. 243+48.50 PSC

Sight Lines

Original Excavation Limits

Proposed Excavation Limits

Proposed Screen Wall

RW

230

212.5 Sq.

Sta. 249+50 P.S.

T.1N., R.2E., W.M.

N. BANFIELD INTCHGE.

"WN" 247+13.67 P

"WN" 244+74.04 P.S.C.

N.E. MAYWOOD P.L.

8" Gas
8" Water

G.V.

245

"WN" LINE

Construction

Revis

"WS" L

"WN" 240+74.04 P.S.

240

℄ R/W

"WN" 239+03.32 P.T.

S. 36°31'39"E.

"EN2" 243+50 P.O.C. (Tan)

"EN2" 243+50.00 P.S.C.

"WS" 243+48.50

240

I-205

To Washington

S. 19°00'00"E.

240

"SE" 235+71.11 P.C.C.

"SE" 237+51.11 P.C.S.

"SE" 239+51.11 P.T.

"SE" 239+61.11 P.S.

"SE" 241+73.61 P.S.C.

"EN2"
1° C.R.
Δ 2°00'
T 100.01'

BEGINNING OF PROJECT I-205-7(40)311
STA. "S" 243+50

Partial Gr

Sec. 21
Sec. 28

13V-167

2E., W.M.

S. BANFIELD INTCHGE. N.E. HALSEY ST. U'XING & BANFIELD FWY. O'XING SEC. EAST PORTLAND FREEWAY HIGHWAY MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(40) 311		

Added – Conversions 1/28/77

To The Dalles

N.E. 102nd. AVE.

N.E. HANCOCK DR.

"WN" 247+13.67 P.C.S.

S.88°40'00"E.

"WS" 239+48.50 P.S.

240

250

245

N.E. HAYWOOD CT.

"SE" 239+37.58 P.C.S.

"SE"
8°30' C.L.
Δ 83°00'00"
T 704.99'
2-212.50 Sp.
S 9°01'52"
a 4.0

Approximate Excavation Area Limits

Construction Screen Barrier

Revised Excavation Limits

N.E. Maywood Park City Limits

"WS" LINE

INGRAHAM AVE.

"SE" LINE

"NE"
5°30' C.L.
Δ 51°12'30"
T 620.23'
2-275' Sp.
S 7°33'45"
a 2.0

"WS" 243+48.50 R.S.C.

"EN2" 245+50.00 P.T.

"NE" LINE

"EN2" 247+92.76 P.C.

"BT" LINE

"EN2" LINE

"NE" 249+48.51 P.C.S.

S.6°12'34"E.

I-205

250

250

"LN" 248+83.91 P.C.S.
248+83.91 P.O.C. (66' Lt.)

"EN2"
1° C.R.
Δ 2°00'
T 100.01'

"EN2"
1° C.L.
Δ 4°17'26"
T 214.63'

"WS"
8° C.L.
Δ 82°20'00"
T 833.85'
2-400' Sp.
S 16°00'
a 2.0

249+52.59 P.C.S.

BEGINNING OF PROJECT I-205-7(40)311
STA. "LS" 243+50

Partial Grading

8514

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97227

April 26, 1977

NOTED
H. G. COULTER
FILES

FROM: Robert E. Shotwell
Resident Engineer

SUBJECT: South Banfield Interchange Unit

TO: MEMO TO THE FILES

The subject project requires moving approximately 312,000 Cu. Yds. of general excavation from the North end to the South end of the project. The means of transporting this material is the utilization of Hancock Drive a county owned roadway.

On or about April 13 the subject of hauling overloads on this section of Hancock Drive (see Sheet No. 5 plans) was raised by a contractor. At this time I contacted Ken Limbocker in regard to overloading this roadway. He assured me that this was no problem that Hancock Drive would eventually be eliminated and the only requirement would be to maintain the roadway and keep it open for public use. In the ensuing week I have so informed interested contractors who asked me specifically about requirements for Haul Road use. On April 25, 1977 I was informed by Jim Presley (a contractor) that Gary Newbore with the county had informed him that overloads would not be permitted I immediately contacted Mr. Limbocker and he indicated that apparently some problem existed in overloading Hancock Drive. A meeting was held on April 25th among county personnel and the decision was that Hancock Drive could not be used for overloads. I was so informed of this decision April 25, 1977 by Oliver Domreis County Director.

RECEIVED
STATE HWY ENGR
APR 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

My concern over this turn of events was expressed to Marion Craft on this date. Through discussion with him and Scott Coulter on the 26th I have called all contractors that have contacted me and explained that only legal loads will be permitted on Hancock Drive.

In retrospect I can find no alternative to the approach I originally took on disseminating information relative to Haul Road requirements.

As an organization we must rely on our superiors to be knowledgeable and correct in communications. This was not the case in this instance.

RES:rsr

XC: Scott Coulter
Marion Craft

8519

1-205

Verstueg
Olson
Scott
Swenson
Savage
Trout

RECEIVED
APR 22 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

April 22, 1977

Mr. Douglas P. Daniels
Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Dear Mr. Daniels:

Re: St.Banfield Interchange
NE Halsey St. & Banfield Freeway Structure
East Portland Freeway
Multnomah County

Please refer to your letter of April 18, 1977, requesting approval to use Energite Inertial Barrier modules on the subject project. As you are aware bids are to be opened on this project April 28, 1977.

It is our policy not to give prior approval to products before the contract is awarded. Details and design criteria for the temporary impact barrier modules are shown on Sheet 2F-2 of the contract plans. If the Energite Inertial Barrier module can meet the design criteria and not exceed the number of modules shown it would be acceptable. At this time you will have to make that evaluation and bid accordingly.

After the contract is awarded we would be glad to evaluate your proposal, assuming you are the supplier. We would need technical data, however, to make this evaluation.

Very truly yours,
ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:az
cc: W. J. Hart, Regional Engineer
L. L. Wallace
W. E. Cole
A. Brummitt

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

April 18, 1977

Mr. J.H. Versteeg
Road Design Engineer
223 State Highway Bldg.
Salem, OR 97310

RE: S. Banfield Interchange
NE Halsey ST. & Banfield Fwy. Str.
Bids April 28, 1977

Dear Hal:

Enclosed are specifications and literature on Energite Inertial Barrier modules manufactured by Energy Absorption Systems, Inc. These units have been approved by the Federal Highway Administration since late 1974. Would you please advise if they will be permitted on this project for the Temporary Impact Barrier Modules paid for as B/I 8?

We have previously furnished these units in Oregon on contract #8338, S. 6th St. Railroad O'xing.

Thank you for your consideration in this matter.

Sincerely,

Douglas P. Daniels

Douglas P. Daniels

DPD/sls

Enclosure

Bob Malcom designed Temp. Impact Barrier Module
Sent information to John Tindall
4/21/77
Cole

1 Versteeg ✓
Olson
Scott
2 Swenson Doug
Savage
Trout

RECEIVED
APR 19 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up /
Other

John Doug Reminder
copy 4-21-77
Dale

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: NOV 11 1974

In reply refer to: HNG-32

SUBJECT: Use of "Energite" Crash Cushions on Federal-Aid Highways

FROM: Director, Office of Engineering
Washington, D.C. 20590

TO: Regional Federal Highway Administrators
Regions 1 - 3 through 10
Regional Engineer - 15

On August 6 a memorandum, subject as above, was sent to you. That memorandum approved the use of the Energite Module Inertial Barrier as serviceable highway hardware for crash cushion use.

Subsequent to that approval, additional tests were performed on this crash cushion system. The first such test produced a very undesirable vehicle reaction. Several FHWA field offices became aware of this test and its poor results and questioned our approval.

The Energite system manufacturer has modified the system and has conducted five full scale crash tests on the modified configuration. All of these tests are described in a report entitled, "Crash Test Evaluation of the Energite Module Inertial Barrier," October 18, 1974. Sufficient copies of this report are being sent for distribution of one copy per FHWA division.

The results of this latest series of tests support our judgement that this product is an acceptable crash cushion system when properly designed and arrayed.

W. J. Wilkes

Attachment

8519

April 20, 1977

Mr. R. E. Grant
Vice President & Division Manager
Heavy Construction Division
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Dear Mr. Grant:

This will confirm the telephone message I left with your office April 19, indicating that we have decided to go ahead with bid opening on April 28 for the South Banfield Interchange, N. E. Halsey Street Undercrossing, and Banfield Freeway Overcrossing.

We made this decision after careful consideration of your request and after contacting all of the holders of bidding plans for both the Banfield Interchange and the I-205 Columbia River Bridge projects.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bc H. S. Coulter
R. W. Ellison (enc.)
J. H. Versteeg "
R. N. Bothman "

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 18, 1977

R. W. Ellison

FROM: R. W. Ellison
Acting Bridge Engineer

SUBJECT:
S. Banfield Interchange Project
Delay of bid opening

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER
No delay

Telephone survey of possible bidders on the subject project was made after Willamette-Western Corporation requested that the bid opening for the subject project be delayed. This delay would eliminate conflict with bid preparation for the Columbia River Bridge, North Channel Substructure project. Only request from possible bidders who also hold bid plans for the Columbia River Bridge N. Channel Substructure were considered. Scheduled bid opening for the subject project is April 28. Bid opening for the Columbia River N. Channel Substructure is May 19. Results of the survey follow:

Additional Time Requested	Number Requests
"More Time"	4 ~~Less 6~~
2 weeks	1
6 weeks (3 weeks after opening for Col.R.Br.)	2
None	1

Four possible bidders said they could use "more time" would not say how much. Perhaps there is a human tendency to use more time if it is available.

It seems logical that preparing a bid for the subject project would conflict with bid preparation for the Columbia River Bridge N. Channel Substructure. This is similar work and would attract the same contractors. Avoiding this conflict would require a six-weeks' time extension. Only two contractors requested an extension for this reason.

One contractor requested two weeks' extension and another indicated no extension is necessary.

Since the logical reason for extension is conflict with the Columbia River project, and since only two of the eight contractors involved made mention of same, it appears this conflict is not a wide spread problem.

Moving the subject project ahead two weeks would place it one week ahead of the Columbia River project and would probably cause some conflict by having two bid openings so close toghether.

I do not like the idea of two bid openings just 2 weeks apart.

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STATE HWY ENGR
APR 18 '77
REFER TO
Cy Briggs
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Moving the project ahead six weeks does not appear warranted.

Moving the project ahead one week would be satisfactory to the State and would comply with the four requests for "more time".

It is therefore suggested the subject project bid opening be rescheduled for May 5, 1977.

RWE:smd

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

April 18, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Department of Transportation
Oregon State Highway Department
140 State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Confirming our telephone conversation of April 15, we would appreciate your consideration in postponing the bid date for the South Banfield Interchange N. E. Halsey Street Under Crossing and Banfield Freeway Over Crossing from April 28 until June 9, 1977.

As I explained, primarily the reason for this request arises from the effort that is required in the bidding of the Columbia River Bridge North Channel Substructure bidding on May 19. Additionally, the South Banfield Interchange project in itself appears to be sufficiently complex to justify a longer bidding period than presently allowed.

Your consideration of this request will be sincerely appreciated.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

R. E. Grant
Vice President & Division Manager
Heavy Construction Division

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STATE HWY ENGR
APR 20 '77
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

8519

Yellow
I-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: John Howard
RESIDENT ENGINEER

SUBJECT: S. Banfield Interchange
(NE Halsey St. U'xing & Banfield Freeway O'xing)
East Portland Freeway
Multnomah County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9098	00	"EN$_2$" Line, Centerline	Profile Grade
	01	"EN$_2$" Line, Centerline	Subgrade
	02	"EN$_2$" Line, 12' Lt.	Profile Grade
	03	"EN$_2$" Line, 12' Lt.	Subgrade
	04	"SE" Line, Centerline	Profile Grade
	05	"SE" Line, Centerline	Subgrade
	06	"SE" Line, 12' Lt.	Profile Grade
	07	"SE" Line, 12' Lt.	Subgrade
	08	"NE" Line, Centerline	Profile Grade
	09	"NE" Line, Centerline	Subgrade
	10	"NE" Line, 12' Lt.	Profile Grade
	11	"NE" Line, 12' Lt.	Subgrade
	12	"WS" Line, Centerline	Profile Grade
	13	"WS" Line, Centerline	Subgrade
	14	"WS" Line, 12' Rt.	Profile Grade
	15	"WS" Line, 12' Rt.	Subgrade
	16	"L" Line, 15' Lt. & Rt.	Profile Grade
	17	"L" Line, 15' Lt. & Rt.	Subgrade
	18	"H" Line, Centerline	Profile Grade
	19	"H" Line, Centerline	Subgrade
	20	"H" Line, Left	Profile Grade
	21	"H" Line, Left	Subgrade
	22	"H" Line, Rt.	Profile Grade
	23	"H" Line, Rt.	Subgrade

BG:az
Attachment

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977 Telephone 238-8226

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

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STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

8519

Salem, Oregon
April 18, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 28 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened April 28 on the following projects:

1. NE 3rd Avenue, N Locust, N Knott, N Juniper Sts
   (Canby), Clackamas County
   Grading and Paving

   Withdrawn

2. Fat Elk Creek-Pulaski Creek
   Coquille-Bandon Highway, Coos County
   Grading, Paving and Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
   2.4-metre paved shoulders are provided.

3. Umpqua River Bridge
   Umpqua Highway, Douglas County
   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Frenchglen Hwy-Diamond Maintenance Station
   FAS B472 (Old Diamond Hwy), Harney County
   Oiling

   Same as No. 2.
   4-foot gravel shoulders are provided.

5. Lake Abert Rock Production
Lake County

Same as No. 3.

6. Willamette River (Springfield) Bridge
McKenzie Highway, Lane County
Painting

Same as No. 3.

7. Oregon Coast Hwy at NE 20th St (Newport)
Lincoln County
Traffic Signal Installation

Same as No. 3.

8. Scio (N Beech Street)(Street Improvement Only)
Linn County
Grading, Paving and Drainage

Same as No. 2.
5-foot sidewalks exist.

9. Sodom Ditch Bridge
Linn-West County Road, Linn County
Grading, Paving and Structure

Grading and paving incidental to structure.
30-foot roadway provided on structure.

10. South Banfield Interchange
East Portland Freeway, Multnomah County
Grading, Paving and Structures

Bikeway facilities to be constructed in this area on future contract.

11. NE Marine Drive
East Portland Freeway, Multnomah County
Grading and Paving

Parallel bikeway facilities to be constructed on future contract.

12. Milton Ditch-Walla Walla River (Milton-Freewater)
FAS B568 (SE 15th Avenue), Umatilla County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

13. Fifteenmile Creek Bridge
FAS 310, Wasco County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

14. SW Baseline Street at W Main Street (Hillsboro)
Tualatin Valley Highway, Washington County
Grading, Paving and Signals

Same as No. 3.
Grading and paving incidental to signals.

15. Mary S. Young-Bolton School Bikeway
Oswego Highway, Clackamas County
Grading, Paving and Bikeway

Bikeway project.

16. Pacific Highway East at Chemawa Road
Marion County
Traffic Signal Installation

Same as No. 3.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
George Hopkins

8519

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-6-77

FEDERAL AID PROJECT NO.: I-205-7(40)311

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71003

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO Swan
FOR
Init. | Lives | R/D | O/R | Jr. | Sr. | Jr.

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	4-6-77	Interstate 205	Primary 64

GENERAL LOCATION:
"S. Banfield Interchg. (N.E. Halsey St. U'xing and Banfield U'xing) Section
Br. #13516 and 13516A

GENERAL DESCRIPTION OF WORK:
Grade, drain, pave and 2 structures
(Code X581, X781 and 0010 Miles 1.11 (0.64 no work)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

RR protective services	$ 75,000
Pavement striping & Removal (S.F.)	2,750
Temp. erosion control (E.W.)	10,000
On-the-job training	12,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 4, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,888,623 - Federal Funds $7,276,464.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	E. F. Black	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8519

I-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 /28/77
Harold L Rust

4-28-77
~~3-24-77~~ Bid Letting _____ All Clear Deadline

SECTION S. Banfield Interchange.
Highway E. Portland Freeway
County Multnomah Region 1
Type of Work G. Str. Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS		X	X	X	X	
Negative Declaration	X				X	
Project Assessment	X				X	
Write-off Letter	X				X	
PERMITS:						
Division of State Lands	X				X	
D.O.G.M.I.	X				X	
Corps of Engineers	X				X	
Coast Guard	X				X	
Co. Conditional Use	X				X	
NPS Air Pollution		X			X	Clear w/205
NPS Water Pollution	X				X	
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X				X	
NOISE:						
Noise Study		X			X	Clear w/205

Form FHWA 121 (Rev. 5-73)

85,9

UNITED STATES GOVERNMEN

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(-)
Halsey Street Uxing - #13516

DATE: March 21, 1977

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

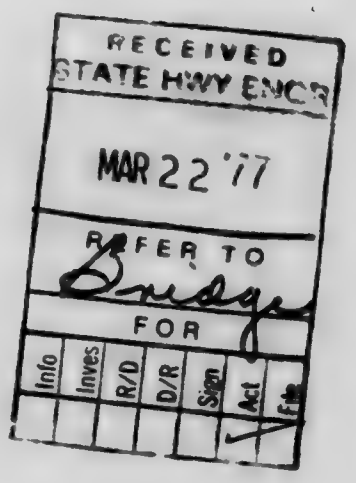
TO : Mr. H. S. Coulter, State Highway Engineer

NOTED
E. S. HUNTER

Preliminary plans for this structure are approved.

for G. L. Green

cc:
OSHD (W J Hart)



8519

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97303

March 16, 1977

NOTED
E. S. HUNTER

Foundation
Halsey Street Undercrossing
Bridge 13516
East Portland Freeway
Multnomah County

Your concern expressed in your letter of March 11, 1977 over the choice of pile-supported footings versus spread footings at Bents 4, 5, and 6 has been considered and a review has been made of the factors pertaining to the choice of pile-supported footings.

The construction of the fill within which these footings will be established and the construction of the Halsey St. Undercrossing structure will be accomplished during a relatively short period of time due to the nature of the proposed contracting of this portion of the work. The fill will be at least partially constructed over an area that has been previously partially filled at intermittent periods of time. Compaction of the areas of old fill is not known, and although the general area of the fill appears to be satisfactory, some localized settlement may occur over old fill areas.

The subsurface materials in the area of the fill is predominantly sandy in nature and is not subject to long-term settlement. However, experience has shown that regardless of the effort expended in specification, material selection, and compaction of new fills, especially fills of this magnitude, some differential settlement of the fill can occur.

Normally, structures can be designed to tolerate some differential settlement without damage to the structure. However, as you are aware, this

structure has been designed with unusual stresses transferred to the columns due to the configuration and design features of the bridge. Additional stresses incurred by differential settlement at the bents cannot be tolerated. We have, therefore, made a firm decision to support footings for Bents 4, 5, and 6 on steel piling.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

cc: E. S. Hunter
Region 1
L. W. Rulien

RECEIVED
STATE HWY. ENGR
MAR 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8519

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 11, 1977

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(-)
Halsey Street Undercrossings - #13516

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
ATT : Mr. W. J. Hart, Bridge Engineer

We have received your letter of March 2, 1977 in answer to our letter of February 14, 1977. Your answer resolves all questions except those associated with the fill located at Bents 4, 5 and 6.

If you are dependent on good construction practices as explained in Item 1 of your March 2 letter and your Foundation Report shows that you can utilize spread footings at Bents 4, 5 and 6 within a tolerable amount of settlement, why couldn't spread footings be used and take advantage of the savings associated with piles? Since your foundation engineer put forth a recommendation for spread footings, were all settlement aspects considered including long term settlement? Obtaining such information would be very easy with an auger.

After determining the character of the subsoil, the primary concern then becomes one of settlement (compressible material) of the foundation due to the imposed loads. The settlement rate then must be judged - will it be long term or short term, and will such settlement be completed by the time the fill is in place? Long term would support piles while short term would support spread footings.

In reviewing the soils information, we find insufficient information to make such a judgement. An assessment can be made by visual observation of the soil samples. The likelihood of long term settlement would show an appreciable amount of clay. We find no soil classification data in your submittal, and this should be a standard evaluation by the field and laboratory. Were Atterberg limits performed? If you are concerned with inadequate compaction at these bents, specifications and testing could resolve potential problems by requiring a free draining material compacted to 95% density.

RECEIVED STATE HWY ENGR
MAR 14 '77
REFER TO Glenn FOR
Info
Invest
R/D
D/R
Sign
Act
File

Perhaps we do not have all of the information that you have based your decision on. If there is any further information, please furnish it to us. We would appreciate any additional comments from you.

for G. L. Green

CC:
OSHD (W Hart)

GEN FILES

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STATE HWY ENGR
MAR 7 '77
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FOR
Info | Inves. | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

N.E. Halsey Street Uxing
S. Banfield Interchange Section
East Portland Freeway
Multnomah County
Bridge 13516
Oregon Project I-205-7(-)

We have reviewed the items in your approval letter of February 14, 1977 and have the following comments:

1. The completion of this contract is critical to the overall completion of the freeway. Construction of the Halsey Street structure will have to begin as soon as possible to meet time schedules for subsequent contracts. Since construction of this structure must be done in as short a time as possible, we must depend on good construction practice in compaction of the embankment.

2. Because the fills cannot be constructed in advance to allow settlement of both the fills and subsoil, we cannot accept spread footings at Bents 1, 4, 5, and 6.

3. Bent 7 is a pile footing to hold footing size to a minimum adjacent to the railroad tracks. Bent 8 is on a spread footing.

4. The 12 inch piles are being used throughout the job.

5. Because of the unusual length and curvature of this structure, a very thorough analysis was made by both the designer and

checker. The use of expansion devices at Bents 3, 4, and 6 was found to be unnecessary. All the movements and resulting stresses were taken into account in the design. Fixing the tops of all interior columns and allowing for expansion only at the ends results in a superior structure for earthquake and unusual loadings.

Walter J. Hart
Bridge Engineer

cc E. S. Hunter

8519

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

NOTED
E. S. HUNTER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 14, 1977

In reply refer to: 1041BR.1

RECEIVED
STATE HWY ENGR
FEB 24 '77
REFER TO
Bridge
FOR

SUBJECT: Oregon Project I-205-7(-)
Halsey Street Undercrossing - #13516

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's June 23, 1976 letter and Mr. Wallace's December 16, 1976 transmitted preliminary plan data for this structure. We approve the submission subject to the following comments:

1. All embankments (west approach fill and I-205) should be constructed and left in place as long as possible before any type of foundation is put in place.

2. Consideration should be given to placing Bents 1, 4, 5 and 6 on spread footings. It is our opinion that there is not enough information given in the submission to make a sound evaluation of the foundation material. If the fill is to be constructed of free draining material compacted to 95% density and if it can be determined that settlement of the underlying material will take place prior to construction of the footings, the spread footings are recommended.

3. Bents 7 and 8 should be placed on spread footings as recommended in the Foundation Report.

4. The Foundation Report recommends either 10" or 12" steel piling. We suggest the stiffer 12" piling be used.

5. We have no objection to the proposed method of post-tensioning or the proposal to construct the superstructure continuous from abutment to abutment with expansion joints at the abutments. For prestressed concrete structures, it is suggest that 3/8-inch movement per 100 feet of structure would be a reasonable value. This value assumes that the construction sequence allows the initial shrinkage and the prestressing movement to take place before installation of the expansion devices.

   Because of the length and curvature for prestressing, we recommend piers 3, 4 and 6 be free at the top to provide for both lateral and longitudinal movement during stressing of the superstructure. Expansion at the abutments should provide for longitudinal movement only.

for G. L. Green

cc:
OSHD (W Hart)

8519

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12

MILWAUKIE

February 8, 1977

FROM: M. D. PAYNE
District Engineer

SUBJECT: S. Banfield Interchange
E. Portland Freeway
Multnomah County

TO: J. H. VERSTEEG
Road Design Engineer
Salem

Attn: Bill Cole

Regarding the "Plans in Hand" review February 3 on the subject project.

I recommend a 2" overlay on the existing east bound lanes of the Banfield, Station "BEB" 293 to "BEB" 313.

The existing surface is severely distorted, with longitudinal ruts. The surface will be further distorted after backfilling the footing excavations of the I-205 Structure. In addition the existing lane markings will not match the EB Detour lane markings. The overlay would cover the existing lane markings and eliminate the confusion that goes along with ground out lines.

Thank you for your consideration.

MDP:in

cc: M. Craft
M. Stovall

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

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FEB 11 1977
ROAD DESIGN SECTION

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REFERRED TO

Board Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Called Payne's office
Told him too late to get in
Contract will have to be
added as P.A. Probably
should add some money
if possible for proper delineation
if not in. Doc

8519

I-205

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
February 8, 1977

FILE:

FROM: GARY KENNEN
Metro Utilities Engineer

TO: KEN LIMBOCKER
Metro Design Engineer

SUBJECT: SOUTH BANFIELD INTERCHANGE
SECTION
I-205 Freeway

I just presented to Pacific Northwest Bell the latest proposal for the South Banfield Interchange where we're putting in a deep undercrossing. Pacific Northwest Bell does not object too strongly to the proposal if it would be possible for us to build our underpass and at the same time protect their existing duct system. Pacific Northwest Bell would require approximately 38 weeks to place their new duct over the top of the underpass.

If, however, it is required of Pacific Northwest Bell to place their new duct beneath the underpass, this would mean a fifty foot cut for the telephone company. They're very much against this proposal.

I would also like to point out that this new proposal would involve an undercrossing of the Banfield Interchange in the vicinity of 94th Avenue. The existing 94th Avenue undercrossing has some major water lines and also has a major telephone duct system in it. If the new structure, as shown on these plans, becomes involved with those facilities, we are liable to be in very costly operation for utilities.

ggw

1 Versteeg
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

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Other

His does not mean that the plans
changed to our alternate design only
that they are exploring all possibilities.

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Do
BY FINAL DESIGN ENGINEER

8519 1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 8, 1977

W.E. Cole

FROM: W. E. Cole
Design Engineering Supervisor

TO: MEMO TO THE FILES

SUBJECT: S. Banfield Interchange (N.E. Halsey St. U/Xing & Banfield Fwy. O'Xing) Section
East Portland Freeway
Multnomah County

A design review was held in Portland at the Region office on the subject project. In attendance were:

Cliff Christianson	F.H.W.A.
Mike Holladay	F.H.W.A.
Walter Hart	Region I Engineer
Marion Craft	Region I Construction Engineer
K. D. Limbocker	Metropolitan Design
R. E. Shotwell	Region I Resident Engineer
Maury Payne	Region I District Engineer
Al Harwood	Construction, Salem
F. W. Yarbrough	Location, Salem
Paul W. Ward	Region I
Charles Lobaugh	Region I Assistant Resident Engineer
W. E. Cole,	Salem, Design
Dick Dorn	Salem, Design
John Day	Salem, Specifications
Bob Malcom	Salem, Bridge
Jerry Bellin	Salem, Bridge

REMARKS:

Ken Limbocker indicated that the permit of entry is clear for the construction of the proposed haul road.

Salem submitted 3 alternate drainage designs for consideration at the east end of the Halsey Street Structure. Metro will review and submit their recommendation.

Temporary drainage under the haul road will not be required.

Due to the conflict with the future 102nd Street Structure project and this project, Limbocker indicated that the north end of Hancock Drive probably could be closed during construction. Ken will follow up on this and advise.

Discussion was held on the embankment foundation exc. proposed by Fred Yarbrough (See sheet 2) and those present thought it might be better to carry this work as an anticipated item due to the uncertainty of the work (See Yarbrough Report dated January 26, 1977). This will be discussed with the Specifications Unit.

The plans and specifications will clarify the areas available to this contractor and the contractor doing the Tunnel Project.

R. E. Shotwell indicated the small quantities of cement treated base proposed in the Base Design should be reviewed. I will contact Gregg.

SHEET 2D

It was recommended that the wood spacer blocks used in this detail be untreated. Past experience showed that the Treated Blocks stain the concrete barrier to the extent that a concrete paint will not cover the marks left.

SHEET 2E-2

Block symbols will be added to this sheet to show Bridge Construction and Bridge Removal.

SHEET 2F

The signing on the Banfield Stage II will be shown on Stage.I.

Fencing around the excavation area will be added to the plans or specified in the specifications.

The structure plans were reviewed with the Bridge Section and some additions/revisions will be made to the plans.

WEC:az
cc: To All Participants
A. D. Olson

1 Versteeg ✓
Olson
2 Christensen Dan
Scott
3 Swenson Art
Savage
Trout

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FEB 09 1977
ROAD DESIGN SECTION

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Bring Up ___/___/___
Other

I-205

2519

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1977

To: J. H. Versteeg
Road Design Engineer

SUBJECT: South Banfield Interchange
East Portland Freeway I-205
Multnomah County
Earthwork Spec Details

Attention: Bill Cole and John Day

Some suggestions and reminders following the plans in hand meeting yesterday hereinbelow.

The bidders should be advised that the foundation excavation shown in the Embankment Stabilization Detail on plan sheet 2 may be deleted entirely or it may be necessary to increase the quantity as much as perhaps 100 percent. The temptation to bidders to unbalance their bids around this item can be overcome by our specifying a fixed unit price for this work in the bid items. The ten dollar per cubic yard cost mentioned yesterday should be reviewed by excavation specialists before it is specified.

Mineral earth and ruble from the subexcavation can be placed in the embankments in accordance with standard specs. Organic soil, wood, and junk like car bodies, wire fincing, re-bars, tin roofing and cans, etc. cannot. None of these deleterious materials are reported in the drill logs we have (except wood), but we don't know there is none there. Whatever disposal may be required off the site could be extra work.

All backfill in the subexcavations shall be with clean granular material. The description under 203.38 (a) satisfies the intention, which is to use the cleanest granular material available in the borrow area to the best advantage for stability of the fill. No other specification for clean granular material is needed.

We talked about the various contractors who may be dumping fill somewhere in the right-of-way and the need to make somebody responsible to compact it properly.

1 Versteeg ✓
Olson
Cox
Scott
Cox Swenson
Savage
Trout

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Bring Up 2 4
Other

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Frank Terpin

8519

1-205

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 1, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S. Banfield Interchange
N.E.Halsey-Banfield O'Xing Section
East Portland Freeway Highway
Multnomah County

TO: L. L. Wallace
Bridge Design Engineer

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

"ER DET" 300+00+ Attenuator for Temporary Protection and Direction at falsework column for Banfield Freeway Overcrossing.

2/4/77

→ D.O.C Details given to Chuck Tedrow this date.
J.M. Tindall

REFERRED TO

✓ Beard WBB		Reed	
Cole		Sample	
Eriksen		Watson	
Heger		Wolfe	

Return Details Do File Copy Due
BRIDGE ENGINEER

cc: W. G. Beard
W. E. Cole, Design Team Supervisor

NOTED
L. L. WALLACE

Versteeg
Olson
Scott
Swenson
Savage
Trout

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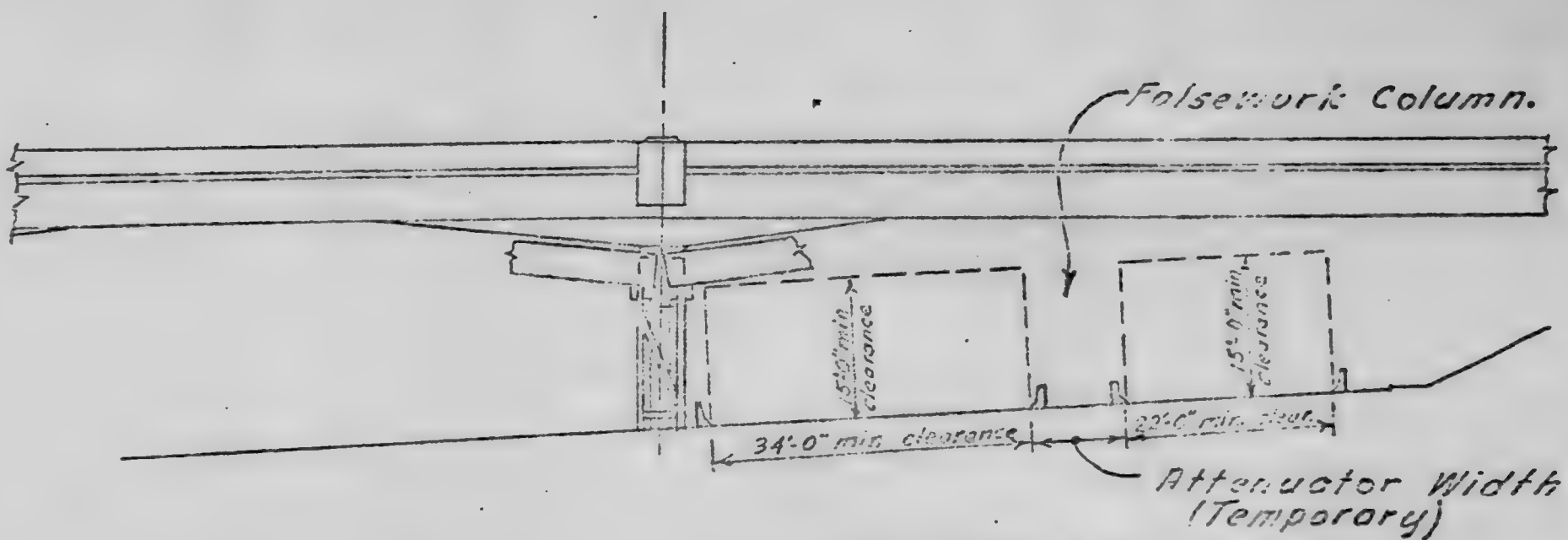
BRIDGE SECTION



Banfield Eastbound

Sta. "ER DET" 300+00 ±

No Scale

Form 81 - 3936

Oregon State Highway Division
BRIDGE DESIGN UNIT

BANFIELD FWY OXING

Sheet 1/2

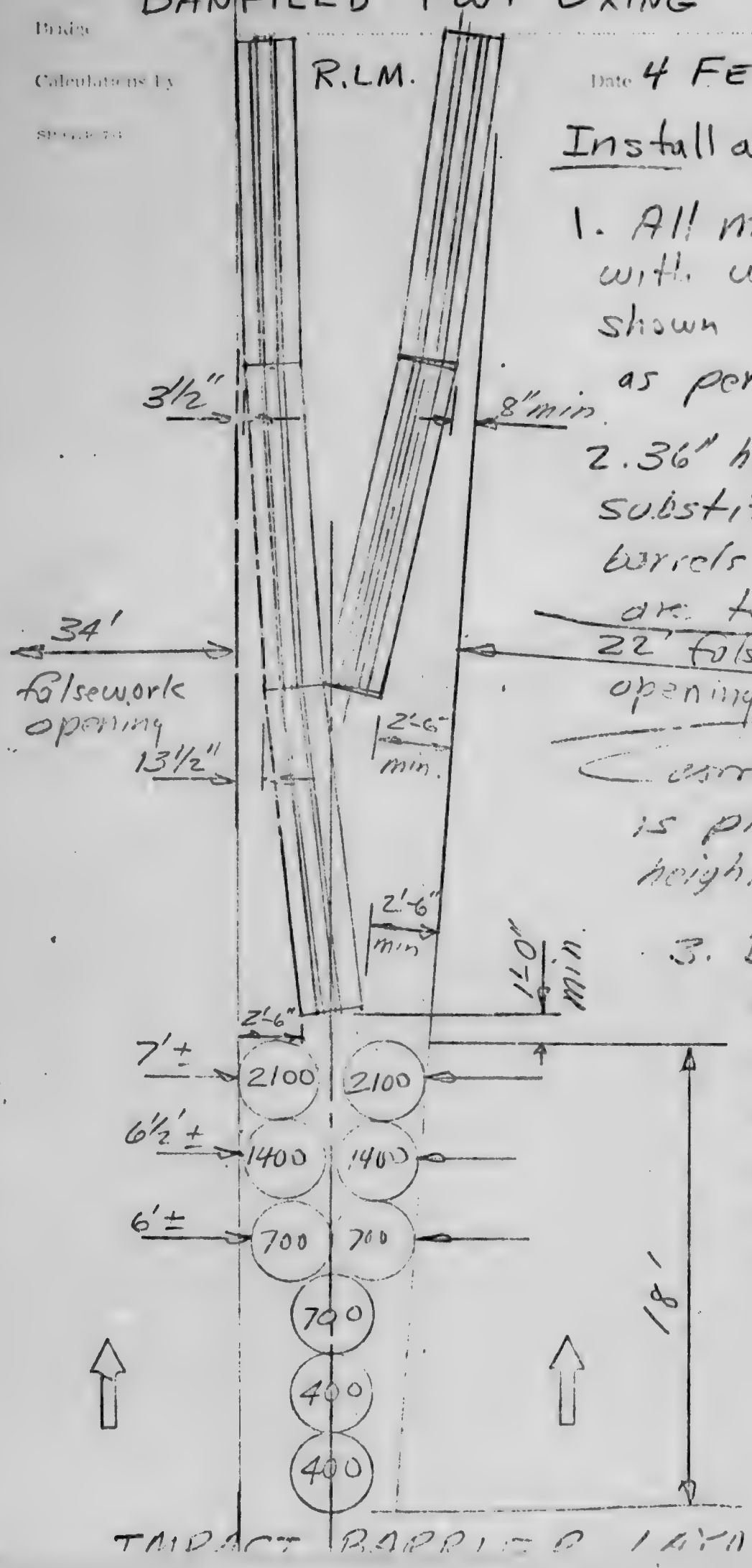
Bridge

County Mult

Calculations By R.L.M.

Date 4 FE 77

Bridge No. 13516A



Installation Notes

1. All modules are 3' dia., with weight of sand as shown in pounds, installed as per manufacturer's instructions.

2. 36" high barrels may be substituted for 30" high barrels if precautions are taken to assure the correct amount of sand is placed at the same height above pavement.

3. Design speed for the impact barrier is 40 mph with an average deceleration of 3 G's for a 4500# vechicle (4.7 G's at 50 mph)

22' falsework opening

Sheet 2/2

N 7000
E 1300

"L"
0°24' C.L.
L = 2412.50'
Δ = 9°39'00"

El. 258.12
"ER" 301+35.50 P.T.
N 59°00' E
"ER" ℄
K
258.75
El. 260.97
45°15'00"
Bent 3 Rt.
L
49°36'38"
tan to tan
"ER"
1°30' C.L.
L = 285.60'
Δ = 4°16'56.8"
sign (T)
1'-0" x 1'-0"
"SG" 301
Bent
"SG" ℄
S 43°38' W
259.97
45°22'00"
P
El. 258.26
72'-0"
(relocated)
Q
30°
12' fut. lane
12' lane
6' shldr.
10' shldr.
12' lane
12' lane
5' shldr.
12' fut. lane
17' mea.
10' shldr.
12' lane
17' varies
22' OPENING "ER"
R
to 34' OPENING "EB"
"Rt. Curb"
2°30' C.R.
L = 154.86'
Δ = 3°52'17"
86.5'
IMPACT BARRIER
300 x 12'-0"
sign support
721 for sign
details
sign (1)
6'-0" x 5'-0"
Standard
See Dwg

'8519 1-205

Form 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 31, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S. Banfield Interchange — Section
East Portland Freeway — Highway
Multnomah — County

TO: L. L. Wallace
Bridge Design Engineer

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Banfield Freeway Overcrossing Structure Mount (One sign)

Sign to be illuminated

2/8/77
P.O.C.
Plans & weight attached as per your request.
L.M Tindall

cc: W. G. Beard
W. E. Cole, Design Team Supervisor

xc: G J Ballard

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
FEB 08 1977
ROAD DESIGN SECTION

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Requires Approval
Receiver Keep
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Other

NOTED
D. O. Christensen

NOTED
L. L. WALLACE

REFERRED TO

Beard W&B	Reed
Cole	Semple
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
FEB 1 1977
BRIDGE SECTION

258.75

El. 260.97

45°15'00"
Bent 3 Rt.

D

49°36'38"
tan to tan

"ER"
1°30' C.L.
L = 285.50'
Δ = 4°16'56.8"

sign (1)
6'-0" x 5'-0"

"SG" 301
Bent

"Banf" ℄
(relocated)

anfield ℄

72'-0"

P

L

M

"SG" ℄
S 13°38' W

El. 258.26

El. 259.97

45°22'00"

30°

Q

10' | 12' | 12' | 12' | 12' fut. | lane | 17' 5" | shldr. | lane | lane fut. | 12' | 12' | 10' | med. shldr. | 17' | lane | varies | 12' | lane | 6' | shldr.

sign luminaire

"Rt. Curb" P to Q
2°30' C.R.
L = 154.86'
Δ = 3°52'17"

300 + 13.00
72
65.00
1.60
86.51

86.5

73.5

er sign support
81721 for sign
tal details.

sign (1)
6'-0" x 5'-0"

Standar
See Dwg

Hinge

sign luminaire

17'-0" min. EXP

Bent 4

ish ground line
right of "L" ℄ Bent 3

Existing ground line
79' right of "L" ℄.

quired bearing Bt 2 & 3 = 3.6 Ton/ft.²

RECEIVED
FEB 1 '67
BRIDGE SECTION

Form 81-734-3130

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet .....

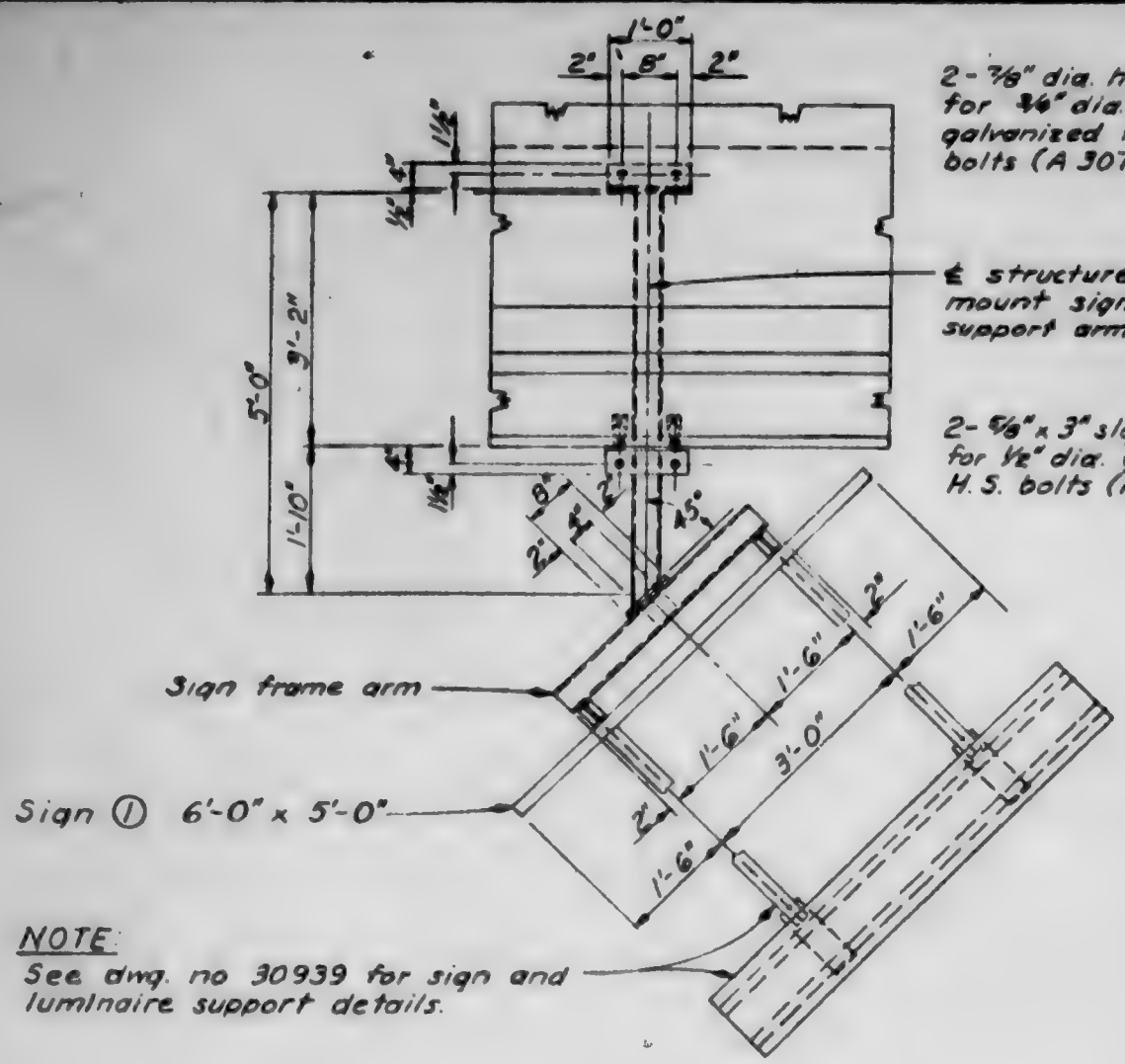
Bridge BANFIELD FWY OXING County MULT

Calculations by R.L. Malcom Date 4 FEB 76 Bridge No. 13516A

SP 67716-734

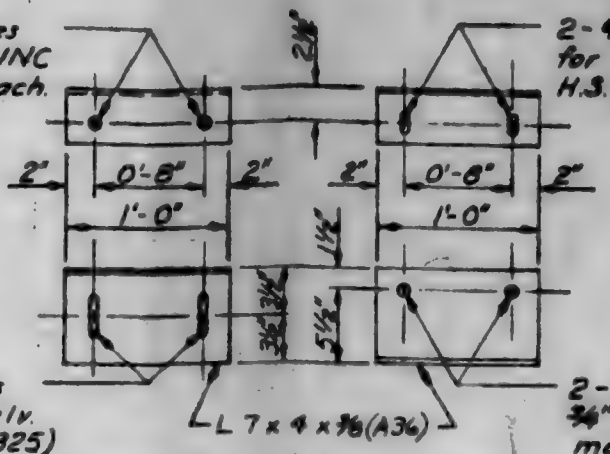
SIGN SUPPORT - DWG NO. 31833

TS 4 x 4 x 3/16	8.17' x 9.31 #/ft	= 76.1
S 4 x 7.7	2 x 9.83' x 7.7 #/ft	= 151.4
L 7 x 4 x 3/8	2' x 13.6 #/ft	= 27.2
Pls.	2 - 3/4" x 4" x 12"	= 20.4 #
	2 - 1/2" x 8" x 8"	= 18.1 #
	1 - 1/2" x 4 x 12"	= 6.8 #
	1 - 1/2 x 5" x 12"	= 8.5 #
Channels	2 x 6' x 3.8 #/ft	= 45.6 #
	Subtotal	354.1 #
H.S. bolts	8 - 1/2" ϕ x 1 1/2"	2 #
A307 bolts	4 - 3/4" ϕ x 1 1/2"	2 #
Inserts	4	2 #
		360 #



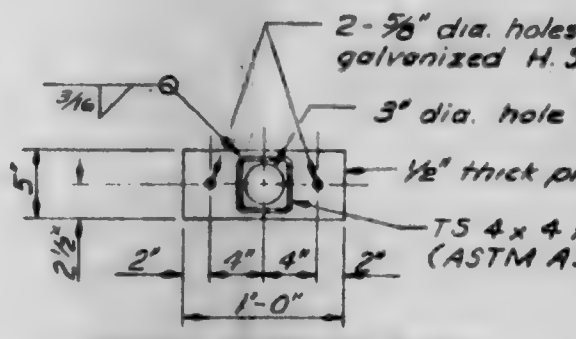
PLAN VIEW
Scale: ¾"=1'-0"

ELEVATION VIEW
Scale: ¾"=1'-0"

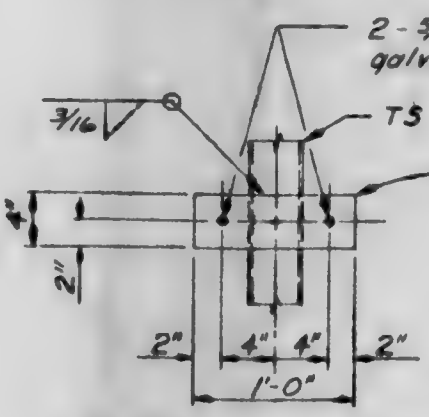


INNER (1 required) OUTER (1 required)

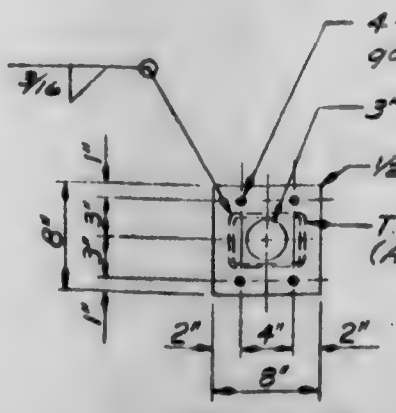
SUPPORT ANGLES
Scale 1½"=1'-0"



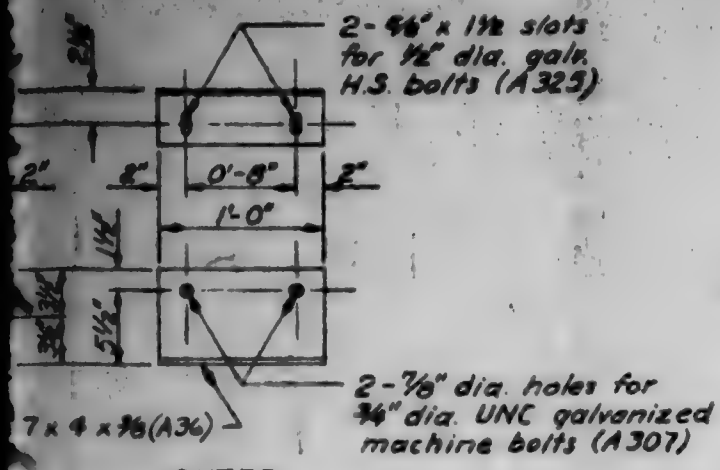
INNER SUPPORT PLATE
Scale: 1½"=1'-0"



OUTER SUPPORT PLATE
Scale: 1½"=1'-0"

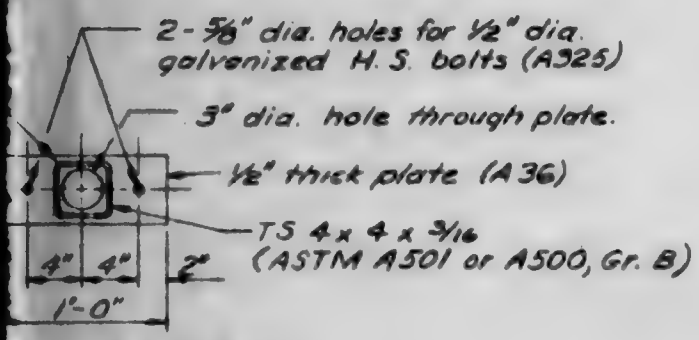


END PLATE
Scale: 1½"=1'-0"



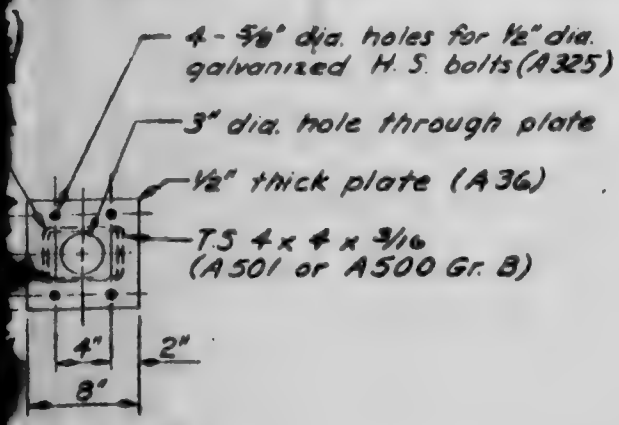
OUTER
(1 required)

SUPPORT ANGLES
Scale 1½"=1'-0"

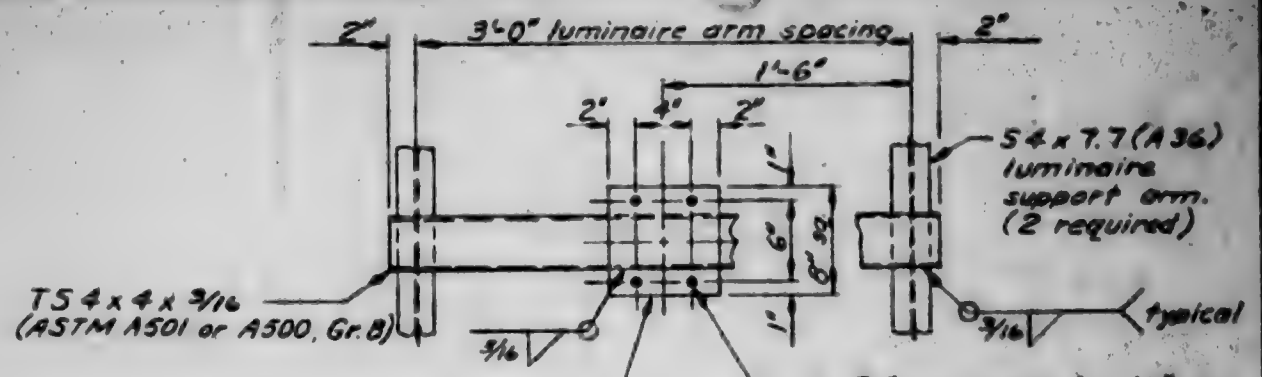

2-⅝" dia. holes for ½" dia. galvanized H.S. bolts (A325)
3" dia. hole through plate.
½" thick plate (A36)
TS 4 x 4 x ³/₁₆ (ASTM A501 or A500, Gr. B)
4"
4"
2"
1'-0"

SUPPORT PLATE
Scale: 1½"=1'-0"

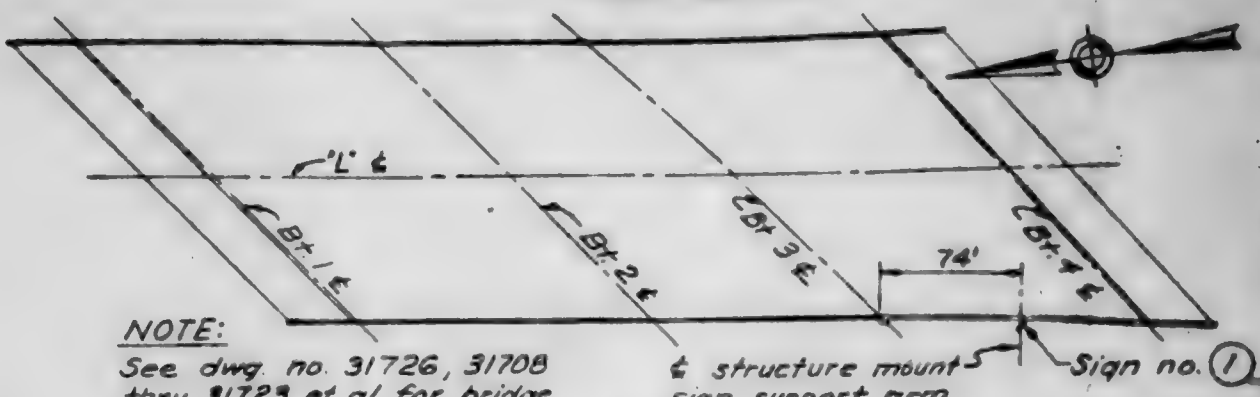
SUPPORT PLATE
Scale: 1½"=1'-0"



END PLATE
Scale: 1½"=1'-0"



SIGN FRAME ARM
Scale: 1½"=1'-0"



NOTE:
See dwg. no. 31726, 31708 thru 31723 et al for bridge details.

℄ structure mount sign support arm.

PLAN - BANFIELD FREEWAY OXING
Bridge no. 13516A
No. Scale

GENERAL NOTES:

Sign support designed in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

The design wind velocity is 90 miles per hour.

Structural steel tubing shall conform to ASTM Specification A501 or A500 Grade B.

All other structural steel shall conform to ASTM Specification A36

High strength bolts shall conform to ASTM Specification A325.

Concrete insert bolts shall conform to ASTM Specification A307.

Concrete inserts shall be Richmond EC-2W with ferrules, or approved equal, for ¾" diameter UNC thread machine bolts.

All structural steel including bolts and inserts shall be hot-dip galvanized after fabrication.

Accompanied by dwg no 30939

APPROVED: BRIDGE ENGINEER		OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED R. L. Malcom DRAWN R. L. Malcom CHECKED T. J. Shike REVIEWED REVIEWED CALC. BOOK 1631		BANFIELD FREEWAY OVERCROSSING S. BANFIELD INTCHGE. (N.E. HALSEY ST. U'XING & BANFIELD FWY O'XING) SEC. EAST PORTLAND FREEWAY — MULT. CO.
DATE	REVISION	STRUCTURE MOUNT SIGN SUPPORT
		DATE 2 Feb 1977 · SHEET 1 OF 2
		BRIDGE NO. 13516A · DRAWING NO. 31833

85,9

ROBERT W. STRAUB
GOVERNOR

Public Utility Commissioner of Oregon

LABOR & INDUSTRIES BUILDING, SALEM 97310 PHONE (503) 378-6675

January 31, 1977 File: SXF 900

Jack L. Sollis
Assistant Attorney General
211 State Highway Building
Salem, OR 97310

Dear Mr. Sollis:

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division for the authority, pursuant to ORS 763.040, to construct a separated crossing of East Portland Freeway (I-205) and Union Pacific Railroad Company, main line, near Portland, Multnomah County, Oregon.

Application has been received in behalf of the State of Oregon, by and through its Department of Transportation, Highway Division in the above-cited matter. Copies have this date been served upon the parties of interest as follows, and parties were given 60 days to respond:

Randall B. Kester, General Solicitor
Union Pacific Railroad Company
P.O. Box 4265
Portland, OR 97208

L. A. Kirkeby, Superintendent
Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Multnomah County
Board of County Commissioners
Multnomah County Court House
Portland, OR 97204

Cowles Mallory, P. E., City Engineer
Att: Jim Kirk, Public Services
Bureau of Street & Structural Engineering
City of Portland
400 S.W. Sixth Avenue
Portland, OR 97204

Mr. Harold F. Brauner, Director
Department of Land Conservation and Development
1175 Court Street N. E.
Salem, OR 97310

A copy of the application was sent to Richard Etherington, Columbia Region Association of Governments, University Center Building, 527 S.W. Hall Street, Portland, OR 97201 for informational purposes.

RECEIVED
FEB 1 1977
PR & UTILITY COMM.

NOTED
J. E. CHIDSEY

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

The Department of Transportation, Highway Division, application has been reviewed. Items for clarification or confirmation have been addressed to various parties of interest as follows:

Applicant:

Page 2, Item 6 - The City of Portland has been included as a party of interest in view of the change to traffic pattern in and about NE Halsey Street and the nearness to the Portland city limits.

Page 13, Item 26 - Please outline responsibilities for providing and paying for watchmen and flagmen during periods of temporary impairment of railroad clearances.

Union Pacific Railroad Company:

PUC staff proposes Crossing Number 2A-004.55-A for this overhead crossing. Adoption of this number should ensure significant difference, such as to eliminate confusion from the now existing (but proposed for relocation) separated Crossing No. 2A-004.60-A, NE Halsey Street. Please indicate agreement with this proposed crossing number or suggest another appropriate crossing number.

Sincerely,

Donald A. Still
Transportation Specialist
Rail Rate and Service Division

DAS:ra

cc: J. E. Chidsey
Parties of Interest

RECEIVED
FEB 1 1977
RR & UTILITY UNIT

8519 I-205

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

January ~~24~~ 27, 1977

P. O. BOX 8979
PORTLAND, OREGON 97208

D 323-1-112

Mr. J. E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

Please refer to your letter transmitting preliminary construction drawings for the N. E. Halsey Street structure and the South Banfield structure of the I-205 crossing of our tracks near Montavilla.

We are handling for structural approval. However, it appears from our review of these plans that they cover the structures only. They do not include any of the other details necessary to allow this project to go to construction.

The plans make no mention of the retaining walls that will be required on the south side of the tracks upon completion of the Halsey Street structure. We are concerned with the design of these retaining walls since they can create some drainage problems for us. After reviewing the cross sections it would appear that there should be a ditch or a perforated pipe that would collect the drainage and carry it northerly across our main line or connect it into the 84-in. storm sewer.

As you are aware, in this area we do have considerable drainage problems, and we do not want them to be compounded by the construction of the I-205.

R-315

Yours truly,

L. A. Kirkeby

L. A. Kirkeby

cc: R.W. Ellisod
J.H. Versteeg
R.N. Bothman
J.B. Boyd.

1-27-77 This has been received by Olson and discussed with RE and has been understanding.

REFERRED TO

Beard	2	Reed ✓	
1 Cole ✓		Sample	
Eriksen		Watson	
Hager		Wolfe	

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
JAN 26 1977
RR & UTILITY UNIT

1 Versteeg ✓
Olson
2 [illegible] Doc
Scott
Swenson
[illegible]

RECEIVED
JAN 27 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up NOTED
Other J. E. CHIDSEY

8519

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

January 21, 1977

Banfield Freeway Overcrossing
S. Banfield Interchange Section
East Portland Freeway
Multnomah County
Bridge 13516A & B'
Ore.Proj. I-205-7(-)

Your File 1041 BR.1

Your letter of January 14, 1977 asked for an economic comparison between spread footings and piles for the south abutment of the main structure. It appears we could save approximately $5,000 out of an estimated cost of $4,150,000. We do not feel this is an acceptable solution as the footing would be supported on one end by the undisturbed soil and the other end by the compacted fill. The risk of differential settlement is not worth the apparent savings of $5,000.

Your suggestion to improve the quality of the foundation reports with a qualifying statement regarding the allowable bearing pressures varying with depth and width has been initiated and will appear in future reports.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
JAN 24 '77
REFER TO
FOR
Files | R.D | D.R | Gen | Att | File

JMT:dh

8519

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 14, 1977

SUBJECT: Oregon Project I-205-7(-)
Banfield Freeway Overcrossings - #13516 A & B

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's letter of July 29, 1976 transmitted initial preliminary plan data for these bridges. We have reviewed this submission and approve it, subject to the following comments:

1. While the preliminary plans for the busway are satisfactory for design, we are not in a position yet to approve the construction of the structure.

2. It is encouraging to see you making more use of spread footings as evidenced by the interior bents and the south abutment of the busway structure.

3. Piling is proposed under the south abutment of the main structure. It may be feasible to use spread footings by excavating the shallow layer of poor material and replacing it with compacted fill in the area influenced by the spread footings. Would you please provide an economic comparison between spread footings and piles for the south abutment of the main structure.

4. The following comment is given as a suggestion to improve the quality of your foundation reports. Please note that on page A-2 of the report allowable soil bearing pressure values are given for spread footings. A qualifying statement should be added indicating the depth and width of footing for which these values are computed. A further statement should be added altering the designer to the fact that if the proposed depth or width of the footing changes due to structural or other reasons, then the allowable bearing pressure and estimated settlement will change and should be recomputed.

RECEIVED
STATE HWY ENGR
JAN 18 '77
REFER TO
Bridge
FOR
Info | Invest | R/D | C/R | Sign | Act | File

for G. L. Green

cc:
OSHD (W Hart)

8519

15

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1976

FILE: BR 13516A

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Specifications Unit

SUBJECT:

S. Banfield Interchange Sec.
East Portland Freeway (I-205)
Multnomah County
Bridge No. 13516A

NOTED
E. S. HUNTER

It is now apparent that we will not be able to furnish to you all the plans and supporting data required for the completion of the Special Provisions and Estimate for the subject project eight weeks prior to the bid opening date.

In view of the above, it is suggested that the subject be re-scheduled for the bid opening on March 24, 1977.

JMT:dh

cc E. S. Hunter
R. N. Bothman
L. W. Rulien
W. J. Hart, Reg. 1

RECEIVED
STATE HWY ENGR
DEC 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8519

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Transportation Building

December 7, 1976

Mr. Roger Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1121

Dear Mr. Campbell:

Enclosed is an original and seven copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Union Pacific Railroad Co., one copy for service upon Multnomah County, and four copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures

cc: H. S. Coulter
E. L. Hardt
C. T. Keasey
D. N. Harwell
James E. Chidsey

RECEIVED
STATE HWY ENGR
DEC 7'76
REFER TO
FOR

NOTED
H.S.COULTER

PUC Docket No. SXF_____

PUC Crossing No. 2A-004.60A

DOT-AAR Crossing No. 809162S

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030 (020/030/040), to

relocate (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of N. E. Halsey (name of street or highway)

and Union Pacific Railroad Co. (name of railroad company),

mainline (name of railroad main or branch line or other trackage),

near (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*
Federal Aid Highway Act of 1976

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

BEFO[illegible] THE PUBLIC UTILITY COMMISSIONER OF O[illegible]GON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) _____

_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION 1. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

   Address: Department of Transportation Bldg., Salem, OR 97310

2. Statutory authority under which this application is made:

   ORS763.030
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 4.66

   City Portland

   Nearest railroad station Graham

   County Multnomah

   The proposed project is to be in the SW 1/4 of the SE 1/4 of Section 28, Township 1N, Range 2E, W. M.

4. Name of public highway involved in this project:

   S.E.Halsey St.

   Name of public authority with jurisdiction over this highway:

   Multnomah County

5. Name of railroad involved in this project: Union Pacific Railroad Co.

   mainline
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Union Pacific Railroad Co.

   b. Multnomah County

   c. _____

   d. _____

   e. _____

   f. _____

   Have you served each of these parties with a copy of this application?

   No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. **Describe the project in detail (including its purpose):**

The project consists of relocating the existing Halsey St. over-crossing of the railroad and the Banfield Freeway on a new grade line to allow the proposed East Portland Freeway to pass under the relocated Halsey St. structure.

8. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** Yes

If yes, why? To accommodate the proposed East Portland Freeway, the existing Halsey St. structure must be reconstructed with a higher grade line to allow required clearance to the freeway.

9. **Is the crossing involved (to be) a separated crossing?** Yes

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. **Is it possible or practical to construct a separated crossing at this location?** _____

If no, why not? _____

11. **Physical description of the crossing:**

a. **The Highway**

(1) **Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project:** _____

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? _____

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

_____

_____

_____

_____

_____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____ (yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

a. Oregon State Highway Division

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Multnomah County

b. All highway appurtenances: Multnomah County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Multnomah County

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Multnomah County

b. All highway appurtenances: Multnomah County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Multnomah County

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Multnomah County

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing): As shown on dwg. 31467

27. Is a temporary crossing at grade necessary during the construction period?

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) _____

_____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

_____

_____

_____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

_____

Route B: _____

_____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: _____

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: None at present.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This crossing is a replacement for the existing separated crossing structure.

41. Other items of construction and cost distribution:

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: p 4 thru p 11 and p 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 4th day of December, 1976.

(Applicant)

(Attorney)

I, H. S. COULTER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 4th day of December 1976.

(Notary Public for Oregon)

My Commission Expires: 12-15-76

Form AX-1/75
Signature Page

SW ¼, SE ¼ of
Sec. 8, T1N, R2E

H = 6°CL
Δ = 27°48'30"
L = 463.86'
T = 236.44'

175'-0" Span 1

175'-0" Span 2

Existing ℄ H

℄ RW

Bent 2

H 14+00

Bent 1

Retaining wall

H14+36.01 PT

N 65°00'00" E

H 19+90.58 PC

H 6°CR
Δ = 46°39'30"
L = 777.64'

Toe of slope

Existing Structure

Bents 1 thru 4 ⊥ to ℄ R at radial

Scale:

#27045 Rail End Details & Std. two tube rail # 23603 or 23610, and
#27046 " " " & Std. three tube rail #23653 or #23670

Fill

Exp

EL 210.0

EL 180.0

Existing ground line @ H℄

EL 165.0

Proposed 84" storm

Bent 1

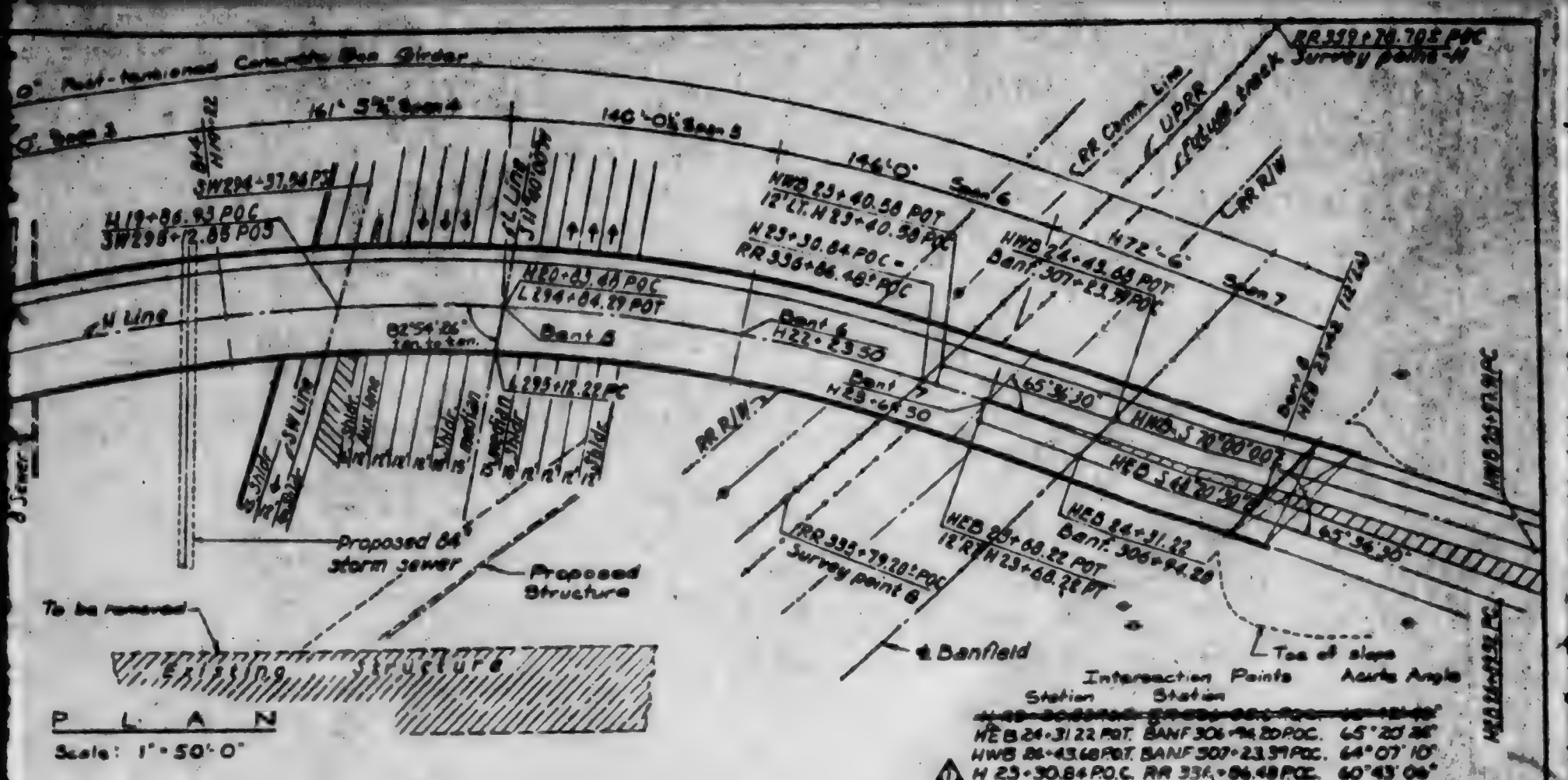
Bent 2

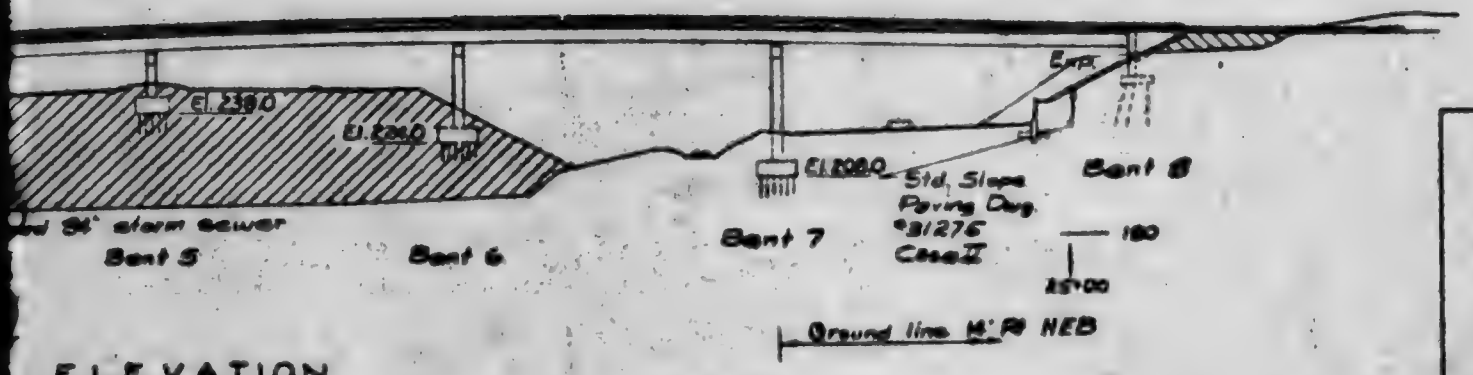
Bent 3

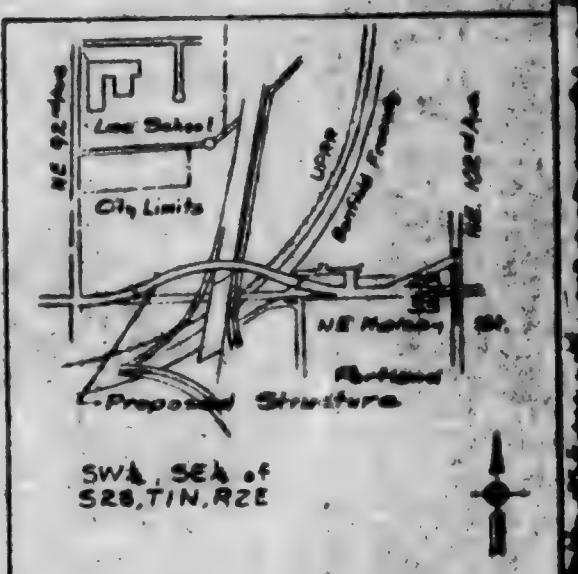
Bent 4

DEVELOPED ELEV

Scale: 1" = 50'-0"







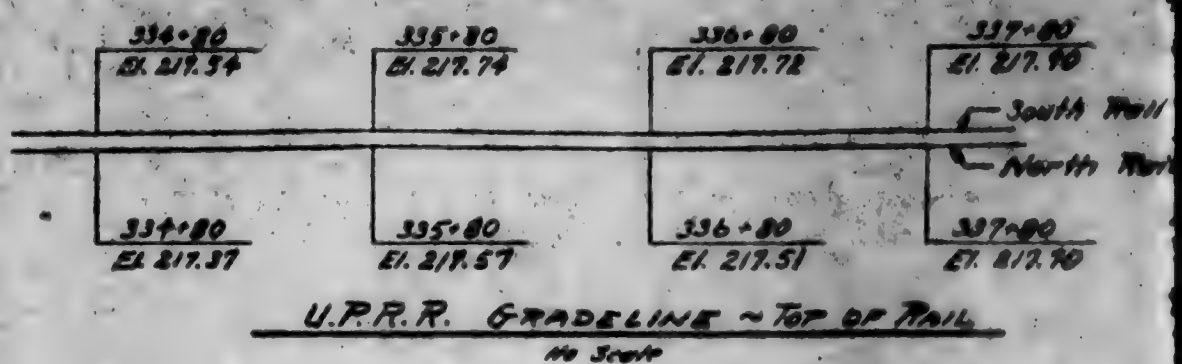
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

HALSEY STREET UXING
SOUTH BANFIELD INTCHGE SECTION
EAST PORTLAND FREEWAY I-205
MULTNOMAH COUNTY

PLAN AND ELEVATION

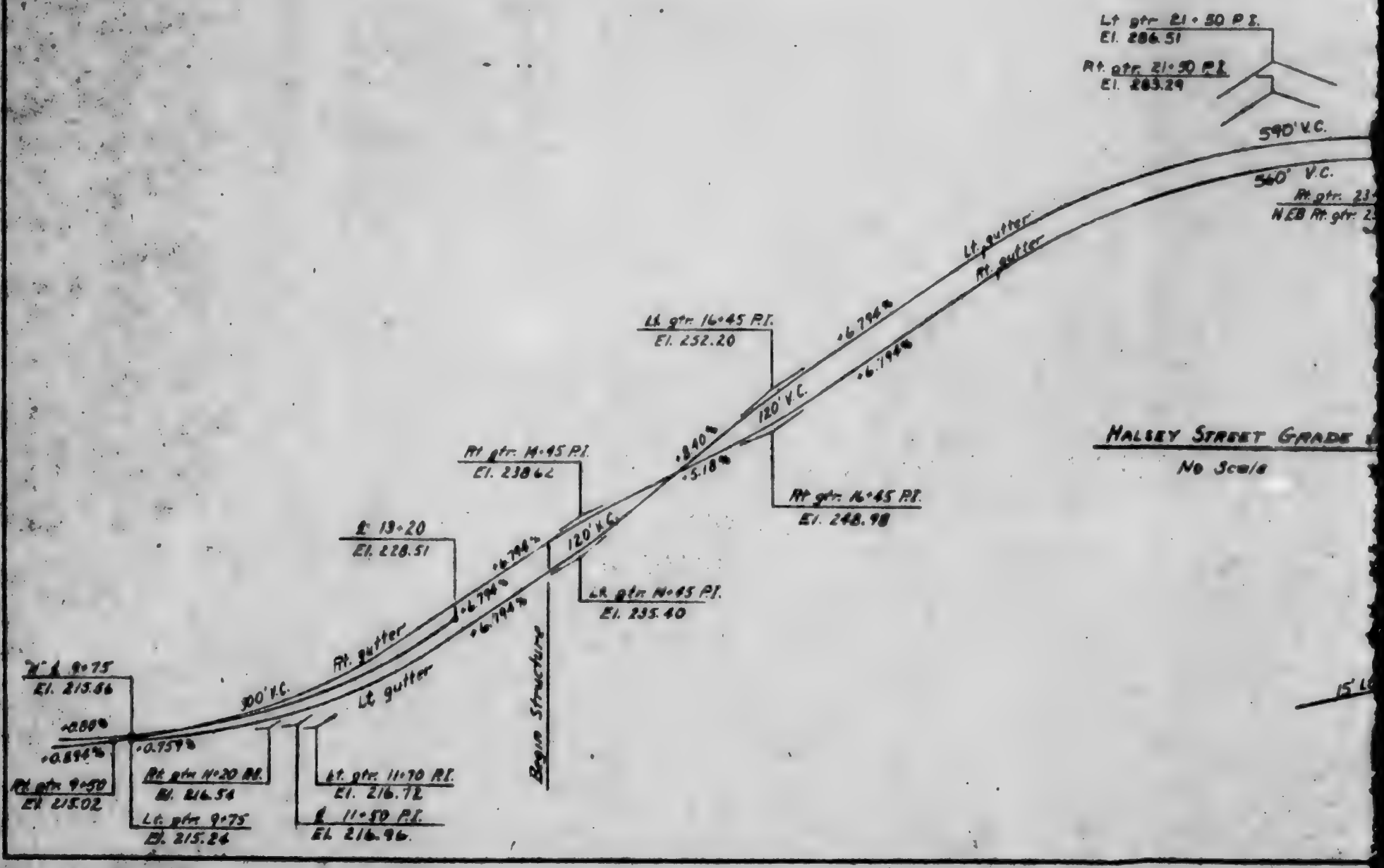
DRAWING NO. 31446

Δ 10-27-76 Revise intersection stations



U.P.R.R. GRADELINE ~ TOP OF RAIL

No Scale

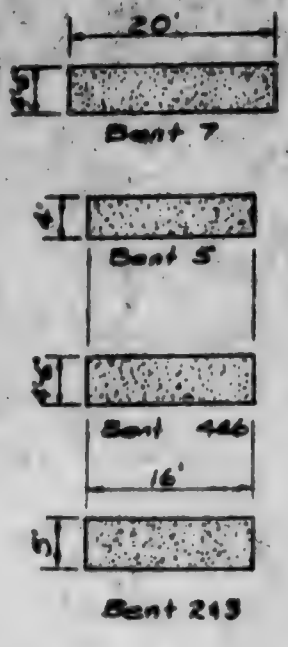


HALSEY STREET GRADE

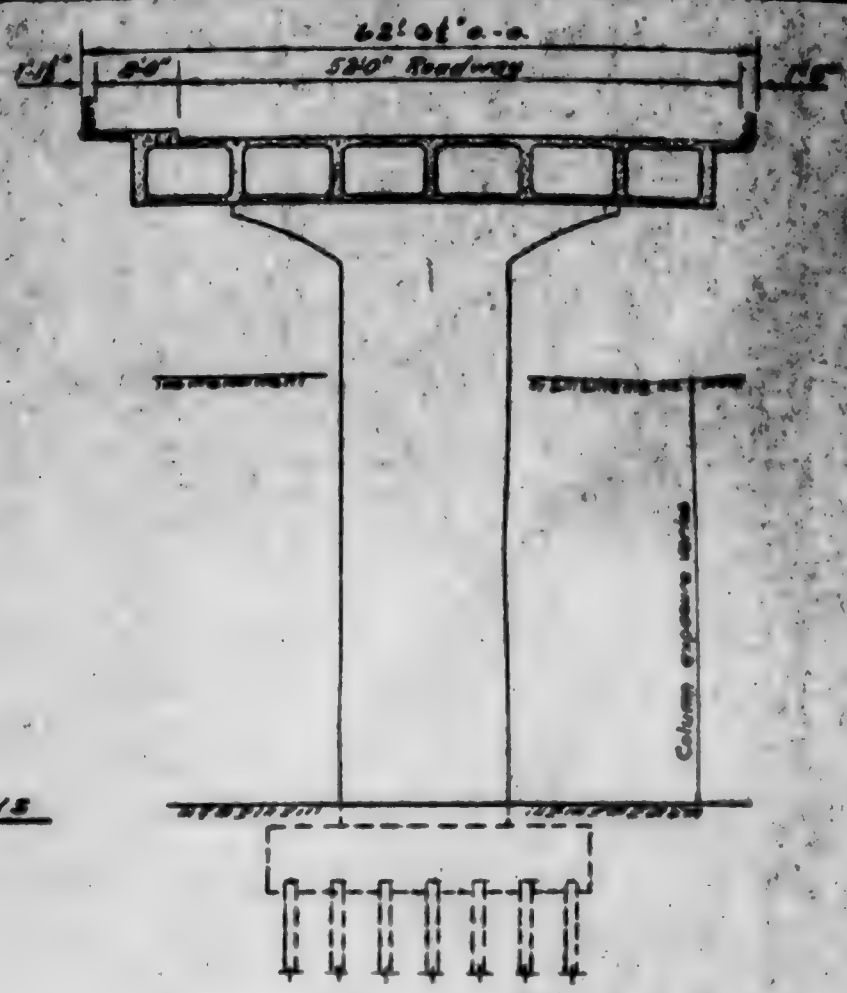
No Scale

15' L

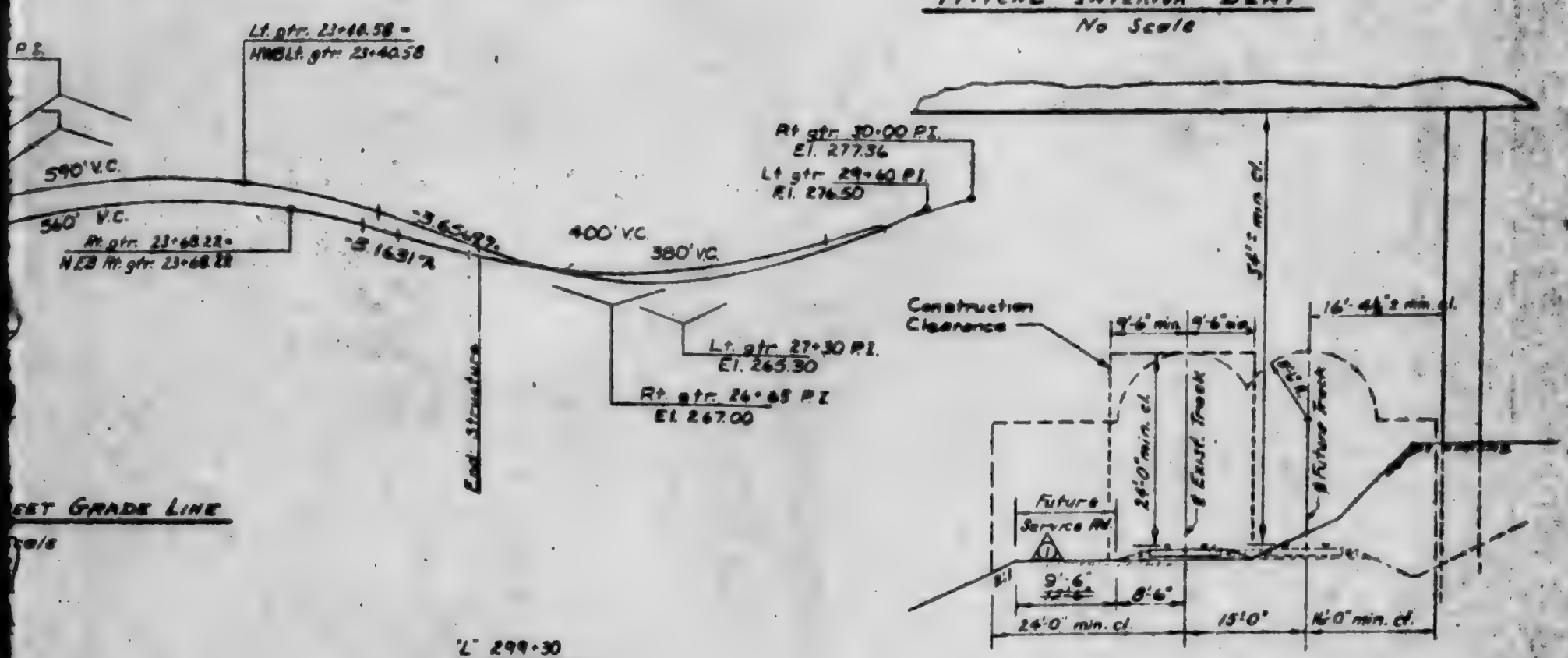
337+80
217.90
South Run
North Run
337+80
217.90



COLUMN SECTIONS



TYPICAL INTERIOR BENT
No Scale



"L" LINE GRADE LINE
No Scale

RAILROAD CLEARANCE DIAGRAM
Scale 3/32" = 1'-0"

⚠ 9-21-76 Revise clearance diag.

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	HALSEY STREET U'XING
	GRADE LINE AND CLEARANCE DIAGRAMS
DESIGNED	DRAWN
DRAWN GWB	CAL. CHKD.
DATE 8-18-76 ACCOMPANIED BY STD'S.	SHEET 2 OF 11 SHEETS DRAWING NO. 31467

SW ¼, SE ¼ of
32S, T1N, R2E

N

'HALSEY' 14+980 P.T.

X 198.3

SW 29+8756

'HALSEY' 14+980 P.C.

X 218.8 Halsey Base Line 224

SW 29+8756 P.S.C.

HALSEY

BANFIELD

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

HALSEY ST.

SW 20th Ave. (Alt. State Hwy. 8)

RR R/W

I-205 295+22.22 PC

8" Water

12" Water

N-1

Halsey WB 307+50.00 PC
Banf. 307+50.00 (34 Lt.)

Halsey EB 23+68.22 PT (12 Rt.)
Halsey 23+68.22 POT (12 Lt.)

Halsey WB 23+40.58 POT (12 Lt.)
Halsey 23+40.58 POC

8" Sewer

Intersection Points

	Station	Bearing		Station	Bearing	Acute Angle	
N	19+86.93 POC	N 88 46 09 E	SW	295+12.85 POC	S 16 24 01 W	72° 22 51	
N	20+33.48 POC	S 86 09 34 E	L	294+66.29 POT	S 11 40 00 W	82° 54 25	
N	23+30.65 POC	S 70 38 04 E	RR	330+[illegible] POC	N 48 42 16 E	60°[illegible]	Point A
NEB	24+81.22 POT	S 88 28 30 E	Banf	308+04.20 POC	N 66 19 06 E	88°21'24	
NWB	24+63.88 POT	S 70 00 00 E	Banf	307+23.38 POC	N 46 52 49 E	84°07'10	

L LINE

OREGON STATE HIGHWAY DIVISION

HALSEY ST. VICINITY MAP
SOUTH BANFIELD INTERCHANGE
EAST PORTLAND FREEWAY
I-205

R.N. BOTHMAN 3-76
CLS

Sheet 1 of 2

BRIDGE NO. 13516 DRAWING No. 31476

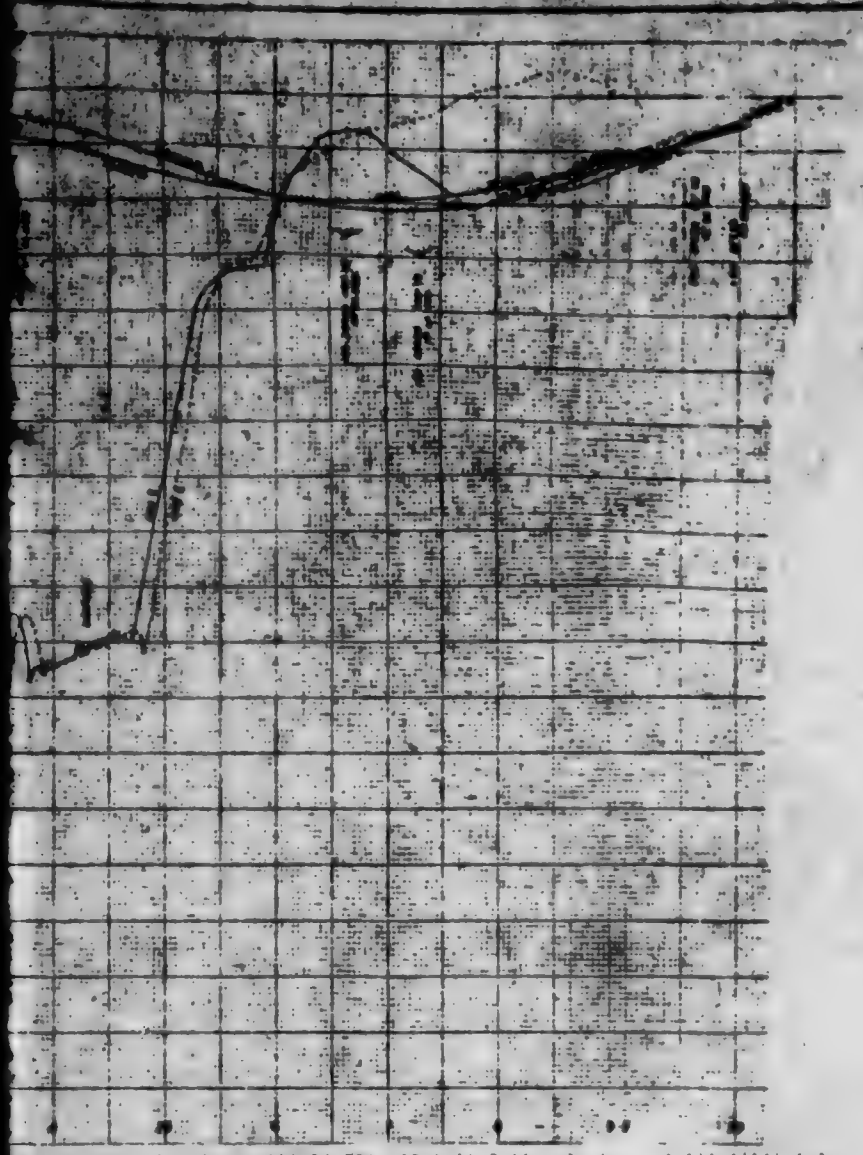
⚠ 10-27-76 Revise interval etc.

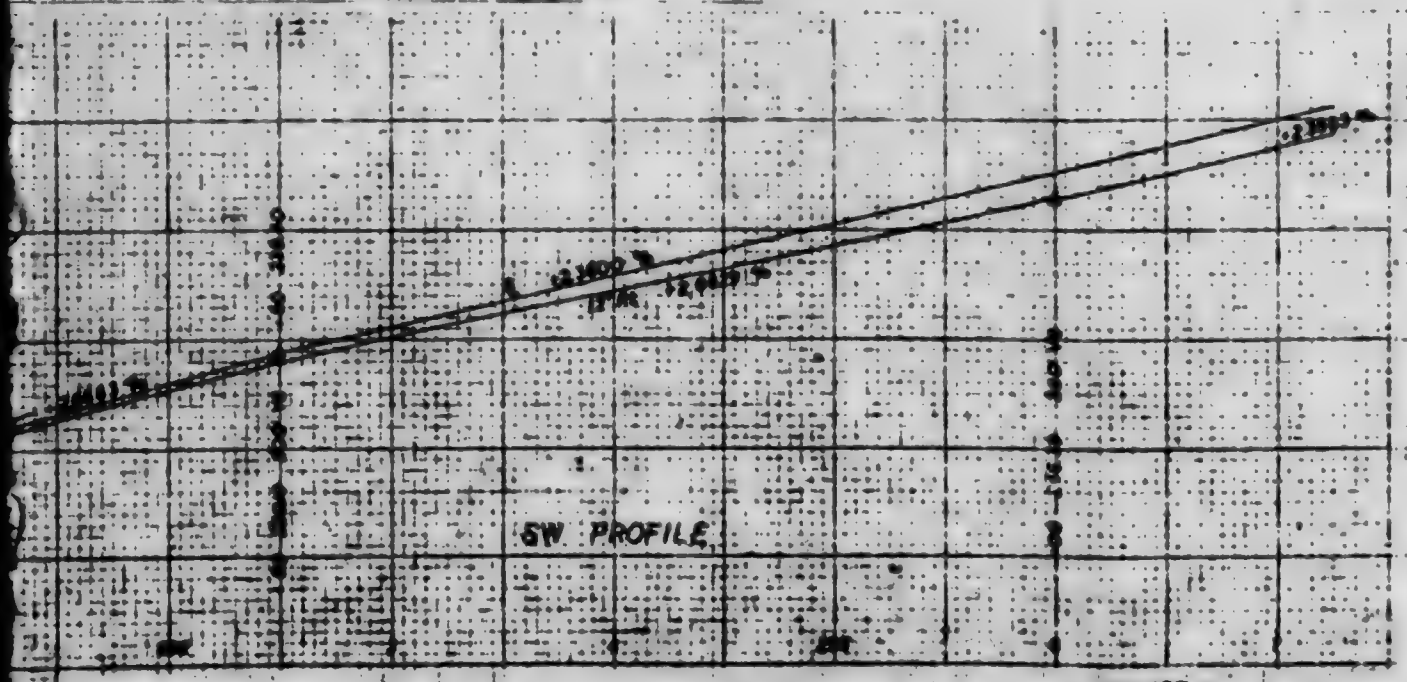
HALSEY PROFILE

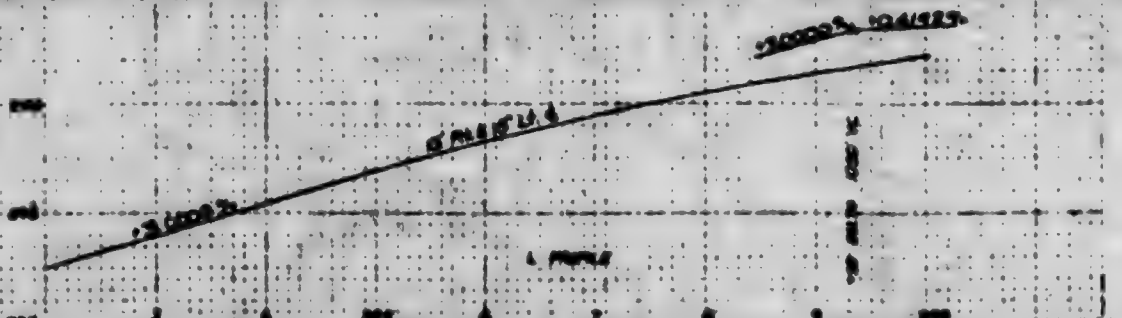
BANFIELD PROFILES

UPRAIL - TOP OF RAIL

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
8	OREGON			







OREGON STATE HIGHWAY DIVISION

HALSEY ST. PROFILES
SOUTH BANFIELD INTERCHANGE
EAST PORTLAND FREEWAY
I-205

R.N. BOTHMAN 3-76

CLS

BRIDGE NO 13516 DRAWING NO. 31427

8519

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[redacted]
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Transportation Building

December 6, 1976

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
FOR
C. | Asst. | R.P. | D/R | Sign | Att. | File

Mr. Roger Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1120

Dear Mr. Campbell:

Enclosed is an original and seven copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Union Pacific Railroad, one copy for service upon Multnomah County, and four copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: H. S. Coulter
E. L. Hardt
C. T. Keasey
D. N. Harwell
James E. Chidsey

NOTED
H.S. COULTER

PUC Docket No. SXF_____

PUC Crossing No. 2A-004.59A

DOT-AAR Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.04 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of East Portland Freeway (I-205)
(name of street or highway)

and Union Pacific Railroad Company
(name of railroad company)

mainline
(name of railroad main or branch line or other trackage)

near (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*

Federal Aid Highway Act of 1976

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFO THE PUBLIC UTILITY COMMISSIONER OF O ON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) __X__ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) _____

_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

   Address: Department of Transportation Bldg., Salem, OR 97310

2. Statutory authority under which this application is made:

   763.040
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 4.59

   City Portland

   Nearest railroad station Graham

   County Multnomah

   The proposed project is to be in the NW 1/4 of the SW 1/4 of Section 33, Township 1N, Range 2E, W. M.

4. Name of public highway involved in this project:

   East Portland Freeway

   Name of public authority with jurisdiction over this highway:

   Oregon State Highway Division

5. Name of railroad involved in this project: Union Pacific Railroad Co.

   mainline
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Union Pacific Railroad

   b. Multnomah County

   c.

   d.

   e.

   f.

   Have you served each of these parties with a copy of this application?

   No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

The project consists of constructing a new overcrossing structure to carry East Portland Freeway traffic over the Union Pacific tracks and over the Banfield Freeway.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? The proposed overcrossing structure is required to carry freeway traffic over the railroad and over the Banfield Freeway.

9. Is the crossing involved (to be) a separated crossing? Yes

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? _____

If no, why not? _____

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: _____

(2) Angle of intersection--- _____ ° _____ °

If more than one track-highway angle exists, please give details below, track by track:

_____

_____

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

_____

_____

_____

(4) Nearest switch---

	At present:	After completion:
_____ (N or E) of crossing:	_____ ft	_____ ft
_____ (S or W) of crossing:	_____ ft	_____ ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	_____	_____
Year installed:	_____	
Year manufactured:	_____	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: _____

_____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: None ; After completion: 36,800 ;

Expected 5 years after completion: 40,400 .

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on _____ (N or E) approach:	_____ mph	_____ mph
on _____ (S or W) approach:	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph

(3) Direction of traffic flow: _____ (N & S, etc.) _____

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	16	16
Switching movements:	6	6
Passenger trains:	0	2

(2) Speed of trains---

Maximum allowable:	_____ mph	_____ mph
Typical:	_____ mph	_____ mph
Slowest normal:	_____ mph	_____ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

	The motor vehicle operator can see along the railroad . . .
(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	
_____ (N or E) approach:	_____ft to right; _____ft to left
_____ (S or W) approach:	_____ft to right; _____ft to left
(2) From a "safe stopping distance" (see table on Page 8) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ (N or E) approach:	_____ft to right; _____ft to left
_____ (S or W) approach:	_____ft to right; _____ft to left

If these sight distances will be changed on completion of the project, please explain below:

_____

_____

_____

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? _____

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

_____

_____

_____

_____

_____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____ (yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

a. Oregon State Highway Division

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Rsilroad Co.

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Union Pacific Railroad Co.

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Oregon State Highway Division

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing): See Dwg: Nos. 22632, 31497, 31517 and 31518

27. Is a temporary cr ng at grade necessary during the cc ruction period?

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) _____

_____

_____

_____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

_____

_____

_____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

_____

Route B: _____

_____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: _____

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maint[illegible] the barricades, if any, at the clo[illegible] crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: Halsey St. (2A-004.60A) which is a separated grade overcrossing.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This is a new highway crossing of the railroad.

41. Other items of construction and cost distribution:

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: pgs 4, 5, 8, 9, 10, 11 and 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 4th day of December; 1976.

H S Coulter
(Applicant)

Justin S. Lavis
(Attorney)

I, H. S. COULTER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

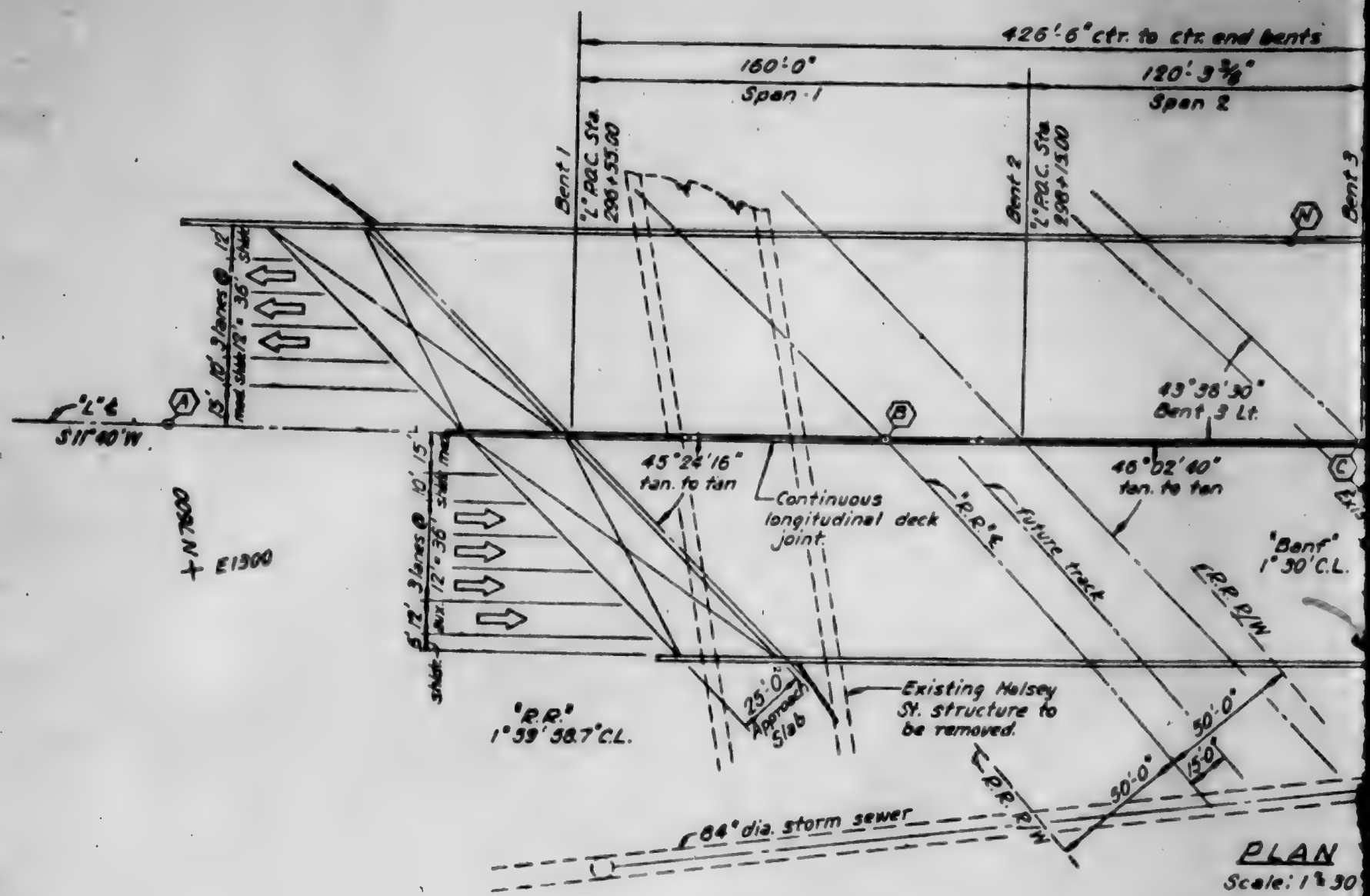
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 4 day of December, 1976.

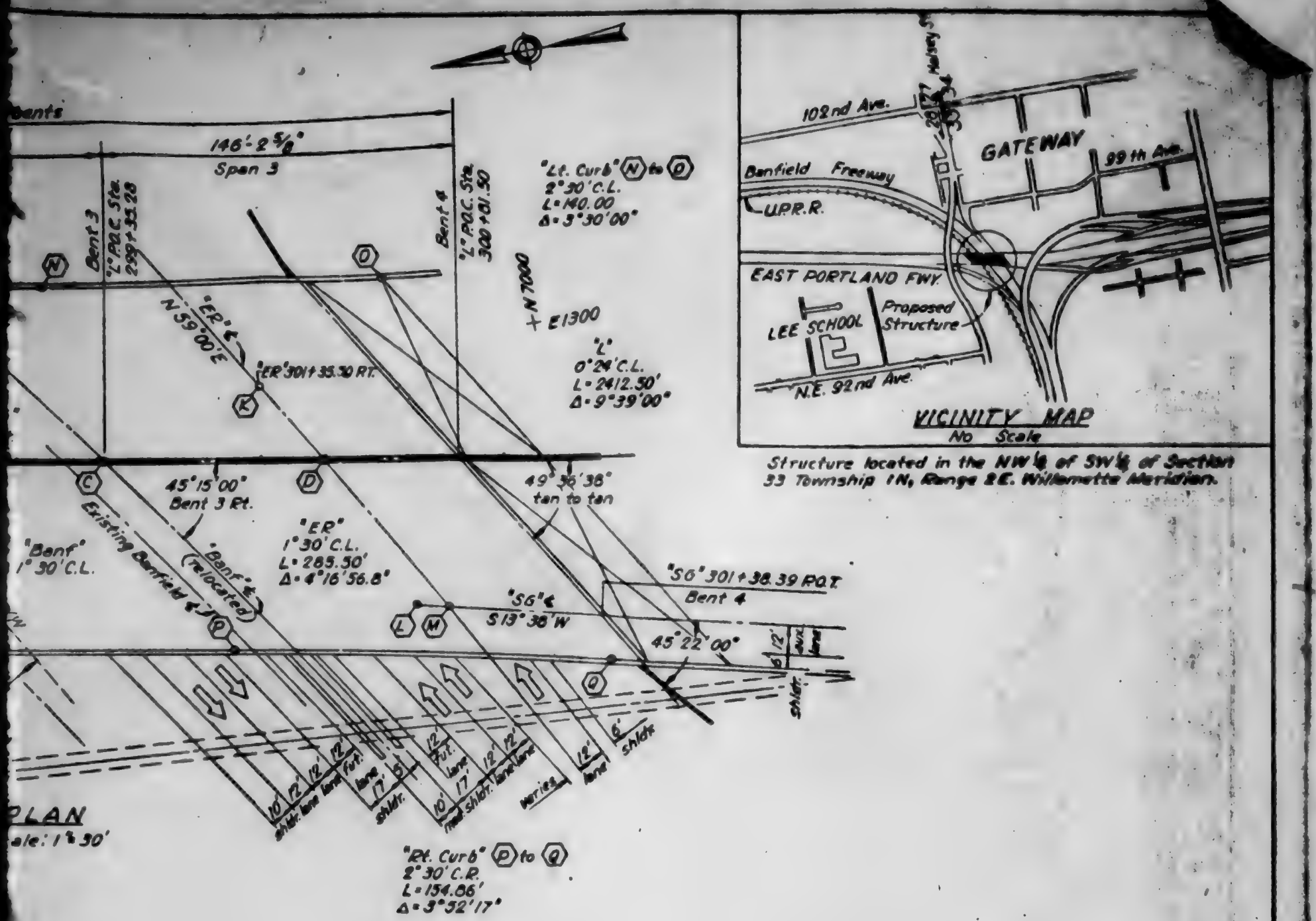
Justin S. Lavis
(Notary Public for Oregon)

My Commission Expires: 12-18-78

Form AX-1/75
Signature Page



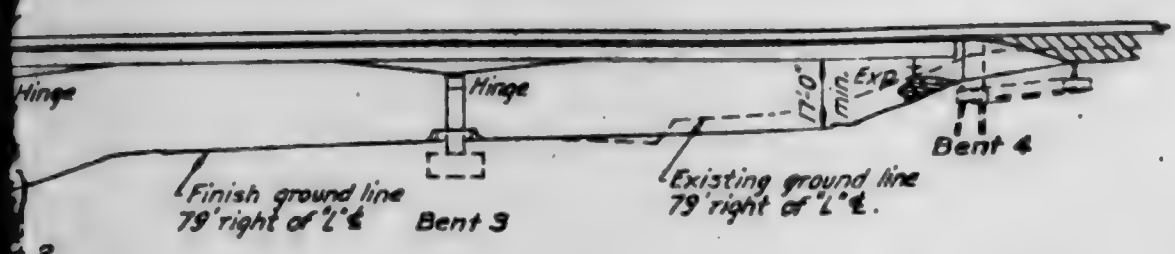
CURVE	
Point	Station
A	"L" 295+12.22 P.C.
B	"L" 297+66.30 P.O.C. = "RR" 333+14.08 P.O.C.
C	"L" 299+35.28 P.O.C. = "Banf" 301+54.28 P.O.C.
D	"L" 300+25.98 P.O.C. = "ER" 300+94.96 P.O.C.
L	"SG" 300+63.30 P.O.T. = "L" 300+63.30 P.O.C. (61.0 P



Structure located in the NW¼ of SW¼ of Section 33 Township 1N, Range 2E. Willamette Meridian.

PLAN

Scale: 1"=30'



ELEVATION

Scale: 1"=30'

CURVE AND INTERSECTION POINTS

...on	Angle	Point	Station	Angle
...2.22 P.C.	—	M	"SG" 300+76.69 P.O.T. = "ER" 300+14.86 P.O.C	47°02'35"
...50 P.O.C. = ...08 P.O.C.	45°48'32"	N	"Lt. Curb" 299+10.00 P.C.C. = "L" 299+10.00 P.O.C. (73.00' Lt)	—
...28 P.O.C. = ...54.28 P.O.C.	44°26'34"	O	"Lt. Curb" 300+50.00 P.T. = "L" 300+50.67 P.O.C. (76.59' Lt)	—
...28 P.O.C. = ...96 P.O.C.	49°59'48"	P	"Rt. Curb" 299+88.45 P.C.C. = "L" 299+88.45 P.O.C. (79.00' Rt)	—
...30 P.O.T. = ...P.O.C (61.6 Rt)	—	Q	"Rt. Curb" 301+43.31 P.T. = "SG" 301+44.27 P.O.T. (10.00' Rt)	—

APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED RLM CHECKED

DRAWN GMH CAL. BOOK 1631

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

BANFIELD FREEWAY OVERCROSSING
SOUTH BANFIELD INTERCHANGE
EAST PORTLAND FREEWAY - MULT. CO.

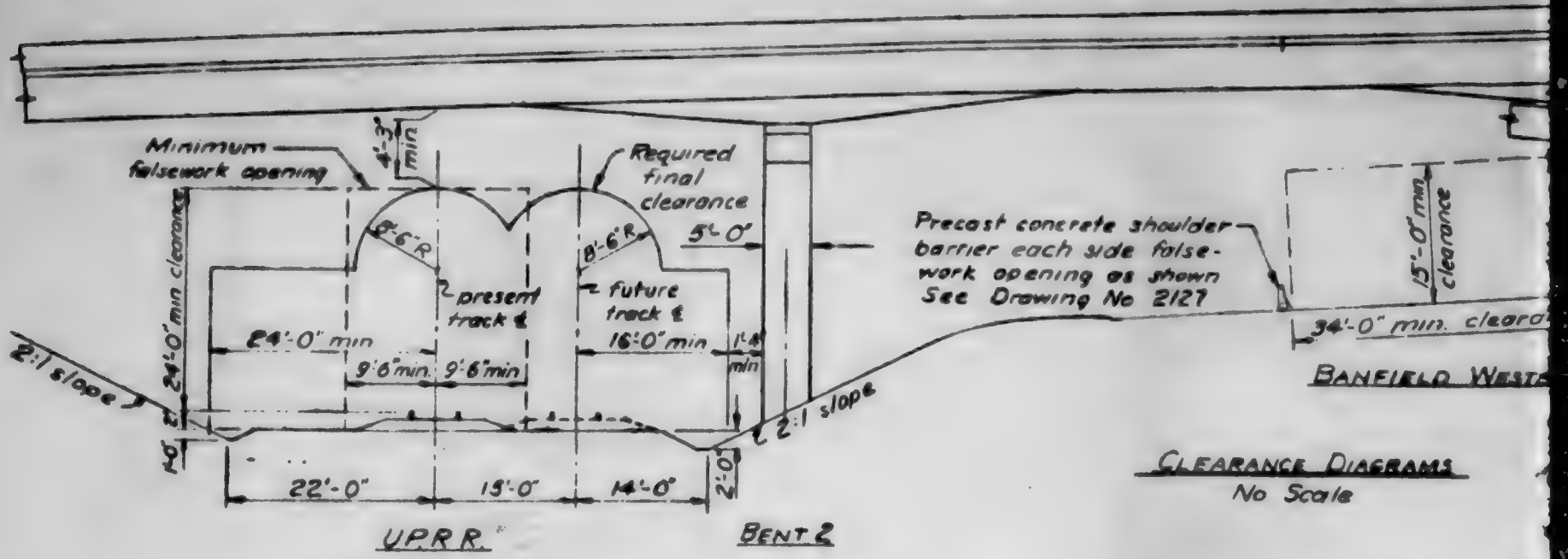
PLAN & ELEVATION

DATE 27 Oct 71 BRIDGE NO. 13516A SHEET 1 OF 4

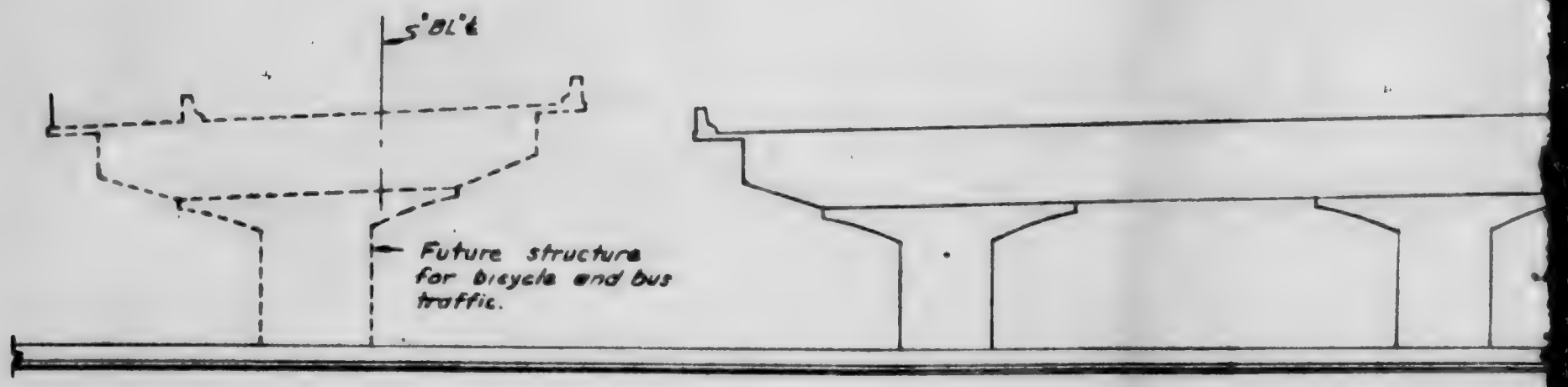
ACCOMPANIED BY DWGS. 31497, 31517 & 31518

DRAWING NO. 22632

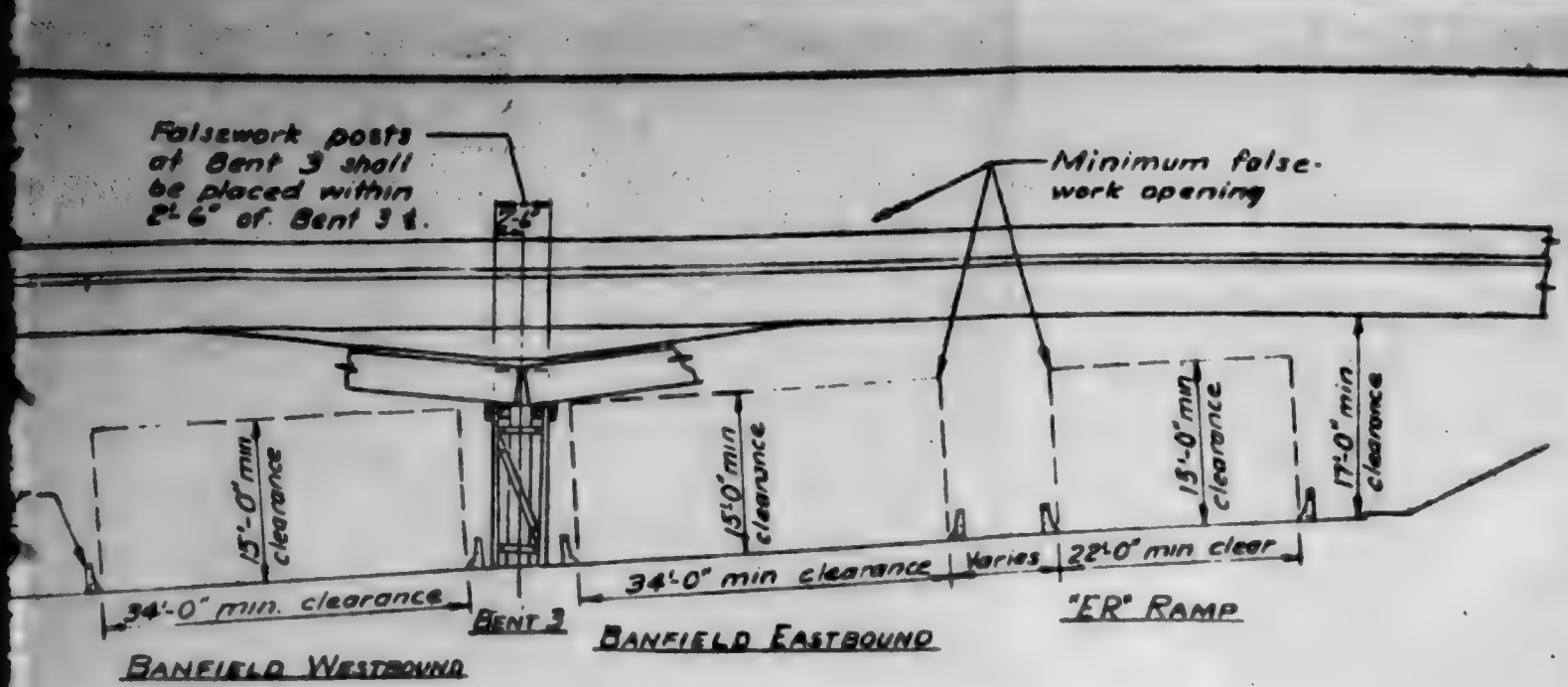
Falsework post
at Bent 3 sho
be placed with
2'-6" of Bent 3



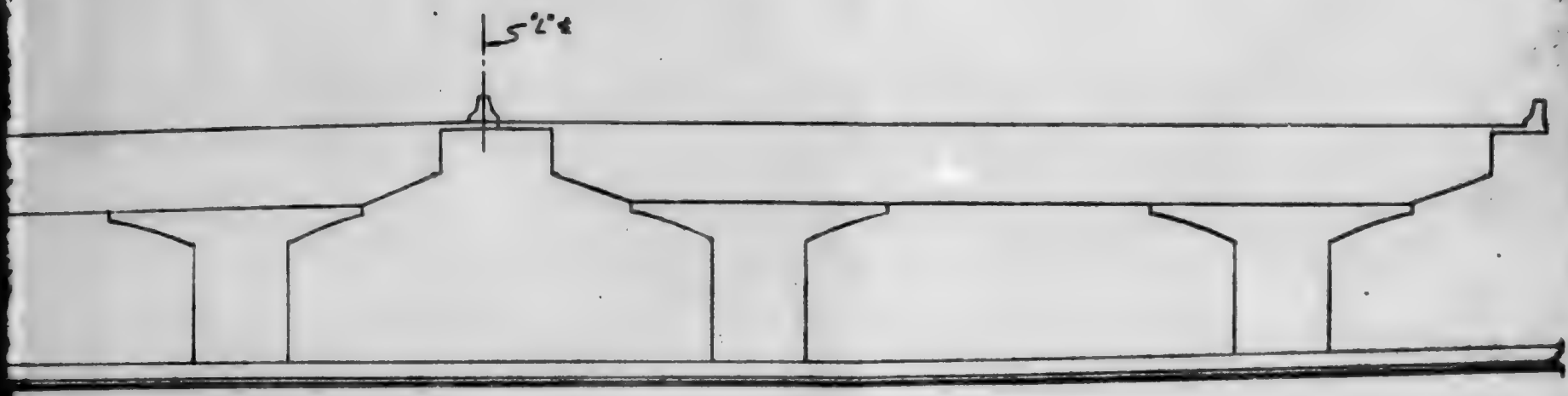
CLEARANCE DIAGRAMS
No Scale



PROPOSED ELEVATI
Scale: 1"=10'



ARANCE DIAGRAMS
No Scale

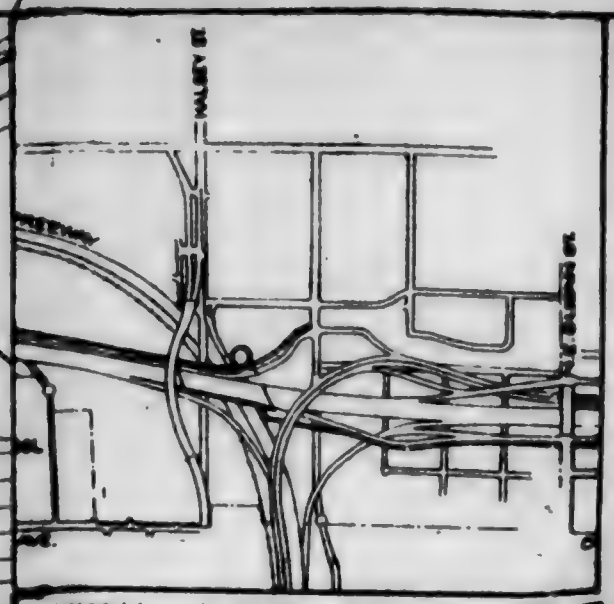


PROPOSED ELEVATION - BENT 3
Scale: 1"=10'-0"

APPROVED	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER DESIGNED R.L. Malcom DRAWN R.L. Malcom CHECKED REVIEWED REVIEWED CALC. BOOK 1631	BANFIELD FREEWAY OVERCROSSING
DATE / REVISION 1 10-27-76 General revision	CLEARANCE DIAGRAM & BENT ELEVATION
DATE 7 July 1976 BRIDGE NO. 13516 A & B	SHEET 2 OF 4 DRAWING NO. 31497

T. 1N., R. 2E., W.M.

"HALSEY" 23+40.58 P.O.T. (12 LT.)
"HALSEY" 23+40.58 P.O.C.
"HALSEY W.B." 23+40.58 P.O.C.
"BL" 295+15.82 P.S.
"BL" 293+87.95 P.O.T. AH.
"BUS" 294+05.07 P.T. BK.
"L" 293+87.95 (91 LT.)
S 11°40'00"W
S 15°50'00"W
SOUND BERM
HALSEY STA.
84" STORM SEWER
"L" 295+12.82 P.C.
"SW" 294
117.12 FT.
"BL" 14' FT. 3
"BL" 14' LT.
+3.00%
+4.00%
"BANK"
EXISTING GROUND "L"
294
295
296
297
298
299



NW 1/4 of SW 1/4 of Section 33 Township 1 N., Range 2E., Willamette Meridian

⑧ L 297 + 46.80 POC	S 10 30 58W	RR 333 + 14.08 POC	N56 E7 52E	85° 48'52"
L 299 + 35.28 POC	S 9 58 28W	BANF 301 + 94.28 POC	N54 E5 02E	64° 26'36"
L 300 + 25.98 POC	S 9 36 42W	ER 300 + 98.96 POC	N59 30 29E	48° 09'47"

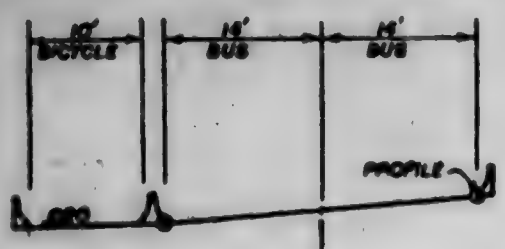
DRAWING NO. 31517

OREGON STATE HIGHWAY DIVISION
METROPOLITAN SECTION

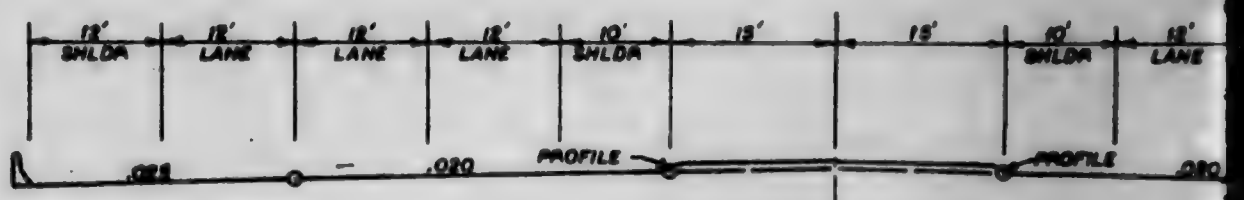
BANFIELD FREEWAY OVERCROSSING
SOUTH BANFIELD INTERCHANGE
EAST PORTLAND FREEWAY
SHEET 1 OF 2

METRO ENG. R. N. BOTHMAN DATE 7-76
SCALE 1"=50' BY R.L.FLEMING

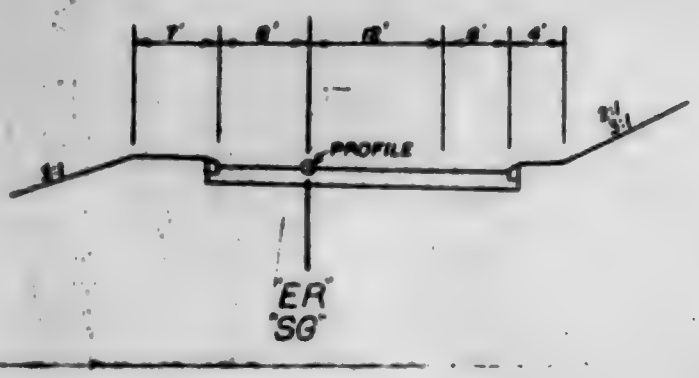
"BL" EQ. CORRECTED 7-23-76
EXIST. GROUND PROFILE ADDED 9-08-76



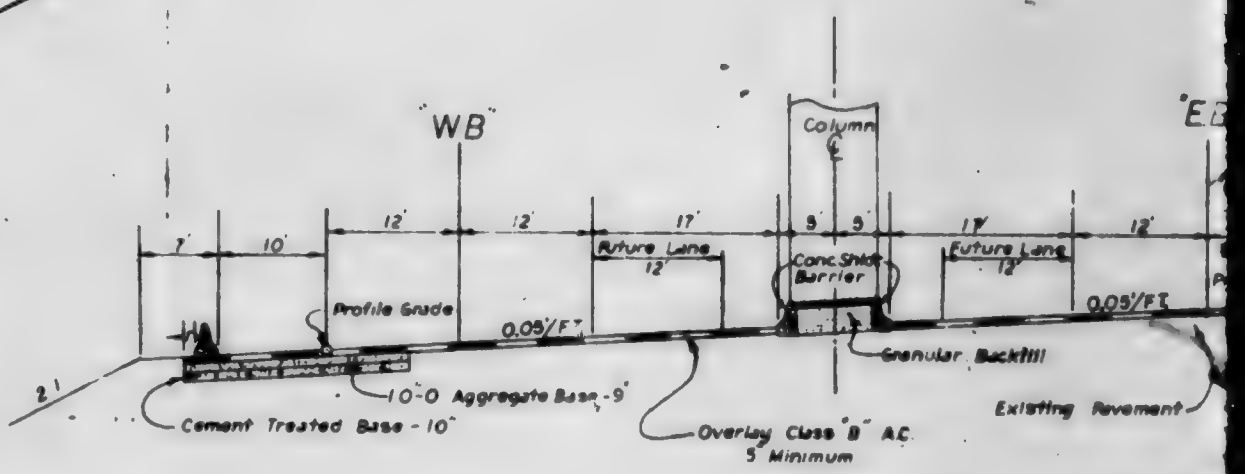
"BL"



"℄ LINE

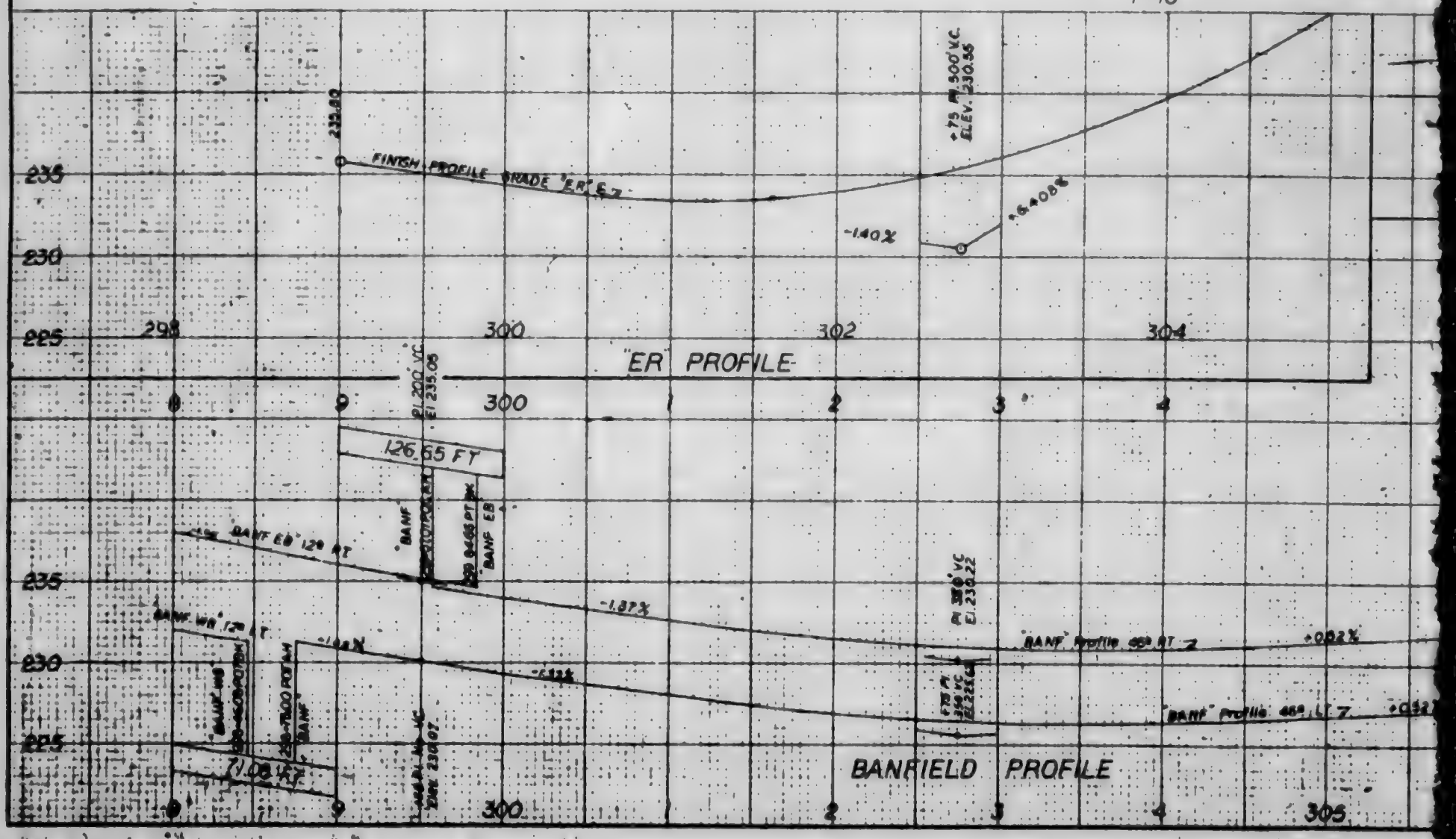


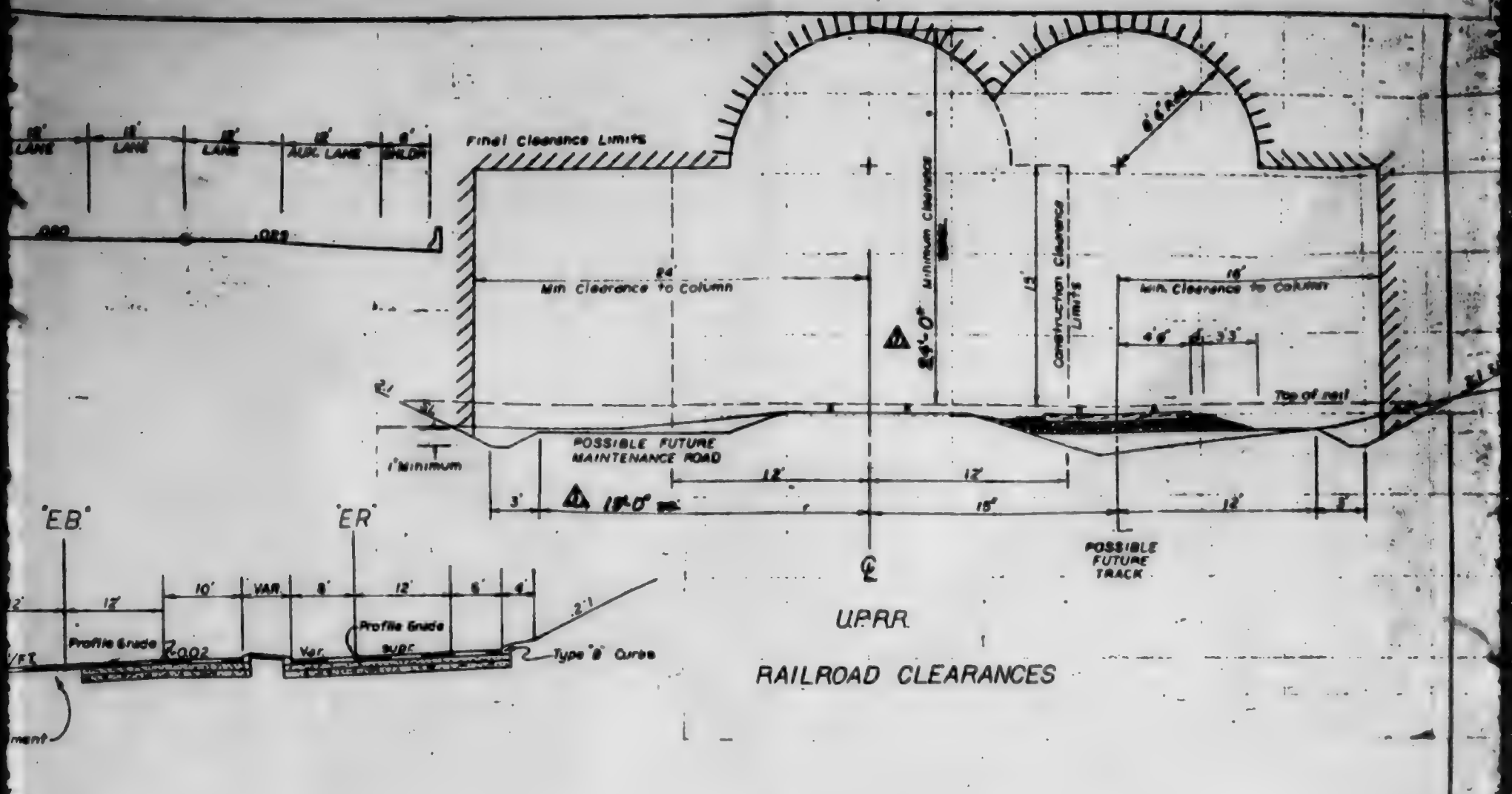
"ER"
"SG"



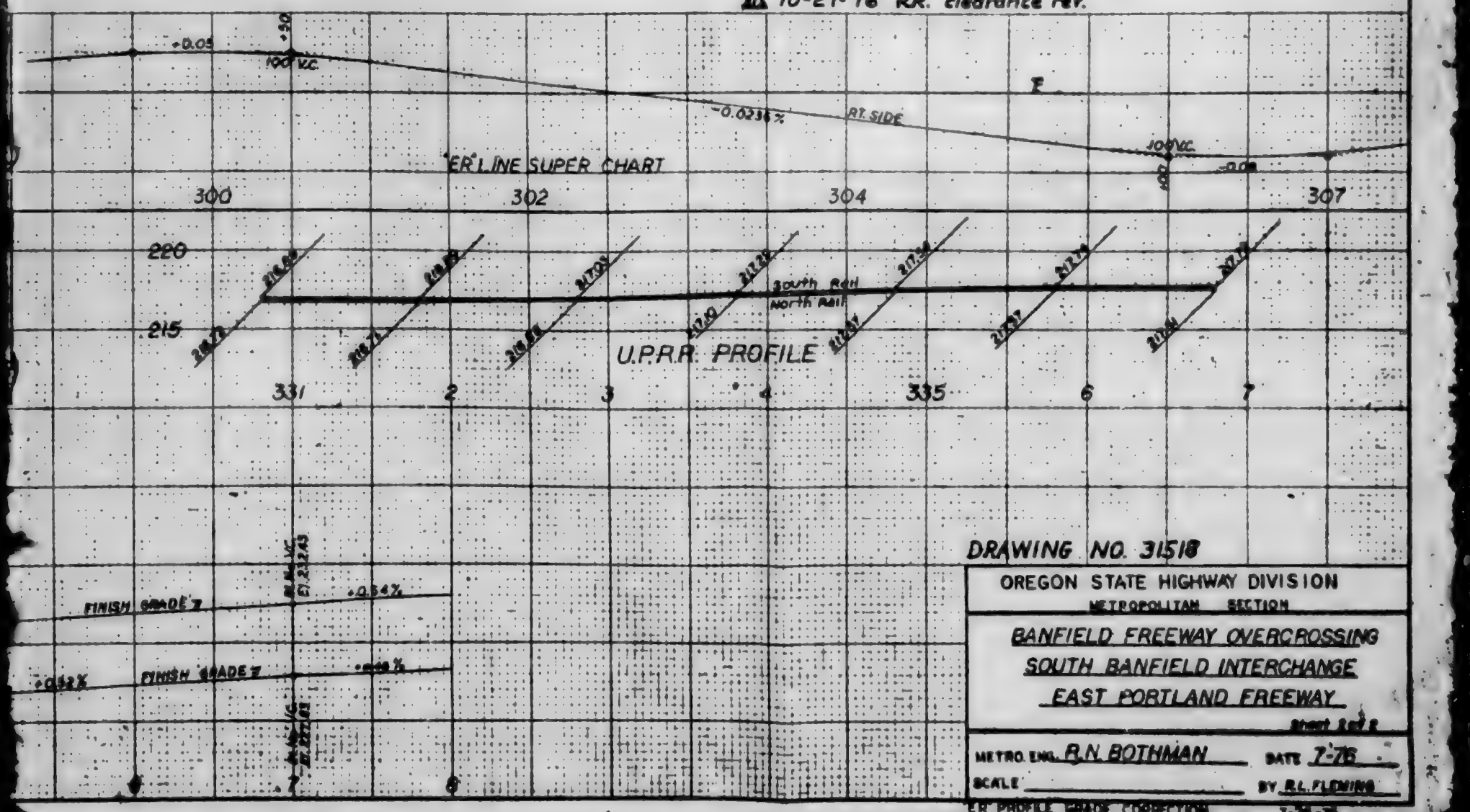
"EB

BANFIELD
1"=10'





▲ 10-27-76 RR. clearance rev.



DRAWING NO. 31518

OREGON STATE HIGHWAY DIVISION
METROPOLITAN SECTION

BANFIELD FREEWAY OVERCROSSING
SOUTH BANFIELD INTERCHANGE
EAST PORTLAND FREEWAY

METRO ENG. R.N. BOTHMAN DATE 7-76
SCALE BY R.L. FLEMING

"ER" PROFILE GRADE CORRECTIONS

8519

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 2, 1976

FILE: BR 13516A

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Walter Barrie
Chief Counsel

SUBJECT:
Banfield Freeway Overcrossing
South Banfield Interchange
East Portland Freeway
Multnomah County
Bridge 13516A
PUC Application

NOTED
E. S. HUNTER

Enclosed is a completed application for a PUC Permit for the subject structure. Also enclosed are twenty prints each of drawings 22632, 31497, 31517 and 31518 which are the plan and elevation, clearance diagram and bent elevation, vicinity map, and typical sections respectively. Copies of these drawings are being sent to the Union Pacific Railroad Company for approval.

It is planned to receive bids for this project on February 24, 1977.

Please make formal application to PUC for a permit for this structure.

JMT:dh
Enclosures

cc E. S. Hunter
R. N. Bothman
J. E. Chidsey

RECEIVED
STATE HWY ENGR
DEC 2'76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8519

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 2, 1976

FILE: BR 13516

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Walter Barrie
Chief Counsel

SUBJECT:
N.E. Halsey Street Uxing
S. Banfield Intch. Sec.
E. Portland Freeway
Multnomah County
Bridge 13516
PUC Application

NOTED
E. S. HUNTER

Enclosed is a completed application for a PUC Permit for the subject structure. Also enclosed are 20 prints each of Drawings 31466, 31467, 31476 and 31477, which are the plan and elevation, grade line and clearance diagrams, vicinity map, and grade lines respectively. Copies of these drawings are being sent to the Union Pacific Railroad Company for approval.

We plan to receive bids for this project on February 24, 1977.

Please make a formal application to PUC for a permit for this structure.

JMT:dh
Enclosures

cc E. S. Hunter
R. N. Bothman
J. Chidsey

RECEIVED
STATE HWY ENGR
DEC 2'76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

8519

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

December 2, 1976

FILE: 626-1909
-410

FROM: K. D. LIMBOCKER
Metro Design Engineer

TO: J. H. VERSTEEG
Design Engineer - Salem

SUBJECT: Additional Right-of-Way
Former Empire Building
Block Property

Herewith a sketch map showing a proposed revision in the right-of-way requirements for the Halsey structure. Also shown is property which is in excess of our current needs.

The current owner has the property in the hands of a real estate broker for sale, and conceivably would be agreeable to a trade.

Should a trade of property be possible the state taking could be increased to a line fifty feet and parallel instead of forty feet.

Please advise if you think this idea is worth further consideration.

Discussed w/KOL — Revision to eliminate a wall — this has already been written & sent to R/W at 40'. rec'd. Will not hold up contract

pq

? 1 Versteeg ✓
2 Olson ask
3 Christensen Doc
4 Scott S
Swenson
Savage
Tosi

RECEIVED
DEC 0 3 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Info. to come — If further work is required by Design Unit) per Olson 12-7-76

X 196.8

HALSEY 15+69 (20'LT)
CONST. M.H.(6'-12)
INST. 12" SP
TRENCH EXC.

1
16 LF
8 CY

160
180
EXISTING R/W

230
X 235.0

I = 236.44'
L = 463.57'
R = 954.93'
Δ = 27° 48' 50"
P.C.

HALSEY 14+98.01 P.T.

"HALSEY" 15+60.58

proposed R/W

R/W

10'

R/W

209.84

INST. 12" SP 358'
T.E. 93 C.Y.

203'

℄ 191.42

INST. 12" SP 236'
T.E. 138 C.Y.

37.8

HALSEY "WB"
6° C.R.
Δ = 45°00'00"
R = 954.93'
L = 750.00'
T = 395.54'

INST. 12" SP 236 LF 138 CY

FUTURE 2:1 SLOPE

INST. R.C.P. TE = 17 CY

EXISTING R/W

PROPOSED R/W

HALSEY 14+98.01 P.T.

HALSEY "B" 15+90.58 P.C.

HALSEY 15+69 (20'LT)
CONST. M.H. (6'-12")
INST. 12" SP
TRENCH EXC
16 LF
8 CY

2 FT. BOTTOM DITCH 2 FT. DEEP DITCH EXC = 107 CY

80'

100'

R/W

180

160

R1533

CONTRACT

N 196.8

E 191.42

8519

Portland

UNIO. PACIFIC RAILROAD CO PANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

November 24, 1976

P. O. BOX 8979
PORTLAND, OREGON 97208

D 323-1-122

Mr. J. E. Chidsey
Railroad Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

Please refer to your proposed easements for right of way in the vicinity of the Halsey Street and S. Banfield overcrossings near Clarnie.

The retaining wall should be at least 12 ft. from the future track. The permanent easement areas should be restricted to no closer than 27 ft. from the existing main track with temporary easements to be utilized for retaining wall footings. If the state should ever require access to perform work on the walls, such permission could be granted by the railroad at that time. If any of the retaining walls require maintenance work, we would insist that the state perform the work.

The footings should be placed 5 ft. below base of rail to prevent interference with any work that we may wish to do adjacent to the track.

Mr. Orr furnished you a print showing the proposed revisions in the easement along with the revised descriptions. If this is satisfactory, will you please furnish a revised Mylar and descriptions so we may complete the agreement.

To Wayne Reed.

R-222

Yours very truly,

L. D. KIRKEBY

L. A. Kirkeby

X cc: J. H. Versteeg.
Adrian Olson
R. N Bothman
Bob Ewen
J. L. Sollis
J B Boyd
Wayne Reed.

Versteeg
1 Olson
2 Christensen
3 Scott
Swenson
Savage
Trout

RECEIVED
NOV 29 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

NOTED
J. E. CHIDSEY

2519

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: I-205

Floyd Scott

SUBJECT: I-205
R.R. Easements - South Banf. Intchge.

FROM: Dick Fleming, Metro Design

DATE: 10-19-76

Herewith, 1"=50' Colored Print & Coordinates for "S.W." Line (9-27-76) & "N.W." Line (9-28-76) Line Revisions, in the South Banfield Intchge.

This is same alignment that was sent you 9-28-76. Revisions made to obtain 26° ft. Clearance over R.R.

It is my opinion this Alignment should be used with either 24° ft. or 26 ft. Vertical Clearance over R.R.

Versteeg ✓
Olson
Chr[illegible]n
Scott 1
Swenson
Savage
Trout

RECEIVED
OCT 20 1976
ROAD DESIGN SECTION

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Bring Up ___/___/___
Other

C.C. Adrian Olson

R.L. Fleming
(SIGNATURE)

PLEASE REPLY HERE

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

8519

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 19, 1976

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Additional UPRR Construction
Requirements Due to Amtrak

Dear Sir:

With the announcement that Amtrak will be starting service from Portland to Salt Lake City through Eastern Oregon starting May 1, 1977, the question has arisen if Union Pacific Railroad will place any additional requirements on construction activities over the UPRR mainline tracks. With the proposed construction at the S. Banfield Intchge. of the East Portland Freeway (I-205) we will need to know if any additional requirements will be made during construction due to the passenger service so that these requirements can be included in the special provisions for this upcoming project.

It would be appreciated if you could research this matter and advise me at your earliest convenience. The Oregon Highway Division will be happy to discuss this matter with you if there are any aspects which you might have questions.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr

bc: R. L. Schroeder
J. H. Versteeg
W. J. Hart
C. T. Keasey
J. L. Sollis
J. B. Boyd
C. G. Swenson

RECEIVED
OCT 19 1976
Office of
Assistant State Highway Engineer

Form 81-734-3123

8519

I-205

Salem, Oregon
October 5, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

49220 - U.P.RR. Co.
South Banfield Interchange Section
East Portland Freeway
Multnomah County

Attached is a 10 Parcel description and an authorization covering easements required from the Union Pacific Railroad Company for the subject project.

Please note that only Parcels 1, 2, 3 and 6 are required for the first contract, which is scheduled for February 1977. Parcels 4 and 5 plus additional Parcels will be ~~processed later~~ required for a different contract.

Encroachment maps have been furnished to Jim Chidsey by Carl Grewe.

7, 8, 9 & 10
(Subm. 10-11-76)

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8519

I-205
ROW 18-2

bc: W. J. Hart
J. H. Versteeg
R. N. Bothman w/2 copies map & cross sections
Lou Grothaus w/2 copies map & cross sections
Milner Mead w/one copy map & cross sections
Adele Egan w/one copy map & cross sections
Bob Ewen

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 29, 1976

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97209

Attn: R. S. Orr

Encroachment Maps
S. Banfield Intchge. Sec.
East Portland Freeway (I-205)
Multnomah County

Dear Sir:

Enclosed are four copies each of the encroachment map and encroachment cross sections covering the necessary permanent easements and temproary easements from Union Pacific Railroad for the purposes of constructing the S. Banfield Intchge. of the East Portland Freeway in Multnomah County. The designs for the new Halsey St. overcrossing and the I-205 overcrossing of your tracks are being finalized at the present time and the permanent easements necessary for these structures are firm. The other easements are tentative at this time, but it is felt that they are either in their precise location or very close to the precise location of the easements needed.

As a result, it would be appreciated if Union Pacific Railroad would commence preparation of the necessary easement documents for parcels 1, 2 and 3 which would allow us to construct the Halsey St. and I-205 overcrossing as scheduled. Descriptions of these three parcels will be sent to you as soon as they are prepared. At the present time it is anticipated that bids will be received by the Oregon Department of Transportation, Highway Division, at some time in the near future. As soon as a precise date is established, I will advise you of our target date for receipt of bids.

#6 also needed — Chidsey advised — He will cover it when sending it. Description Cert. 10/5/76

If there is any further information you require or any questions you have, please contact me.

Yours Truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

REFERRED TO

Beard — Reed
Cole WEG — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGR

JEC:jr
Enc.

Versteeg
Gibson
1
Swanson
3
Scott
Swenson
Savage
Trout
Read WE

RECEIVED
SEP 30 1976
ROAD DESIGN SECTION

Receive Keep
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Return To
Bring up
Other

File 4-1-3
to R/W 10-5-76

Form 81-734-3123

8519

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

September 22, 1976

FILE:

FROM: R. T. EWEN
Project Development Engineer

SUBJECT: SAND STORAGE BUILDING
South Banfield Interchange
I-205

TO: J. H. VERSTEEG
Road Design Engineer

Attached herewith is correspondence and sketch map of an existing sand storage building located in the proximity of our new Halsey Street structure. The District Maintenance Engineer requests that provisions be made to retain use of this building until April 5, 1977. By that time the sand will be utilized in pavement sanding operations and will not require relocation.

I have discussed this with Jerry Backstrand of the Bridge section, and we believe that this would not hinder the contractor's initial work on the Halsey structure.

With your concurrence, we would appreciate the specifications to include the Highway Division's use of this building and sand contents until April, 1977.

Discussed w/ Gary Knowlton - bldg should become property of the contractor after Apr 1977 - has little salvage value - this was considered in making decision to retain use. ACA.

RTE: pq

cc: Robert N. Bothman
Ed Hardt
M. V. Stovall
Gary Knowlton - A Copy

W/Attachments

1 Versteeg ✓
2 Olson
3 Pierson
Scott
Swenson
Savage
Trout

RECEIVED
SEP 23 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

REFERRED TO

Beard — Reed
Cole WEC — Semple
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Milwaukie, Oregon 97202

September 14, 1976

FILE: 626-1909
410

FROM: JIM MCCLURE
District Engineer

SUBJECT: SAND STORAGE BUILDING
South Banfield Interchange
East Portland Freeway I-205

TO: R. T. EWEN
Project Development Engineer

I have received notice from Gary Knowlton to remove our stored sand from the subject building, due to the up-coming I-205 contract to be let sometime in January.

With the winter approaching and the cost involved in removing 250 cubic yards of sand, and the lack of alternate storage areas, I am requesting that some provision be made for our continued use of this storage building. We should be able to remove all the sand with one or two weeks notice by the contractor. It is likely that by the time the building is needed by the contractor, and depending on the severity of the winter, that the sand supply should be depleted.

JM:pq

cc M. W. Stovall
Gary Knowlton
Dick Anderson

ME PF PR1 PR2 DE
O.S.H.D. - METRO
SEP 15 1976
FILE T/A

N.E. HALSEY ST.

N.E. BROADWAY ST.

Old Rd

Rd

Rose Fld Addition

A7220

.011

.011

295'

120'

40'

40'

125'

33

28

FOR

LSEY ST.

Rose [illegible] Building 2162

9510 sq.ft. 0.117 Ac. 47220

240.

125

40'

40'

120.

Pd. A.R.R. Spike

295

S 8° 20' 00" W.

.011

.011

61 Ac.' Alt.

295

Pd. Spike

Pd. Spike

ROADWAY ST.

8519

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 16, 1976

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Embankment Materials
South Banfield Interchange Section
East Portland Freeway (I-205)
Multnomah County

Approximately 200,000 yards of embankment material will be required for the Halsey structure and the north end of the I-205 mainline structure over the Banfield and UPRR.

This material is projected to be borrowed from the area west of 102nd and hauled southerly approximately 5,000 feet to the job site.

A review of the preliminary haul pattern in the area shows that there is to be approximately 1,200,000 yards of material from the Banfield to Salmon unit hauled north of the Banfield, presumeably over the completed mainline structure. There is an excess of approximately 850,000 yards in the North Banfield, east of 102nd. Approximately 300,000 yards of this was to be hauled north to the Marine Drive-UPRR area and 550,000 yards was to be hauled southerly to the Morris to Banfield area. With the proposed hauling of 200,000 yards of material (from the cuts west of 102nd) southerly to the South Banfield Section the haul pattern for the material from east of 102nd will be revised to haul 500,000 yards north and 350,000 yards south. Since material from east of 102nd will be required to complete the Marine Drive-UPRR embankments in either case this should not change the costs or problems. Two contractors would presumeably be hauling into that area in any event.

ADO:az
cc: Ken Limbocker
W. E. Cole

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 16 1976
ROAD DESIGN SECTION

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Bring Up / /
Other

8519

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 29, 1976 BRs. 13516A & B

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Banfield Freeway Overcrossing
S. Banfield Interchange Section
East Portland Freeway
Multnomah County
Bridges 13516A and 13516B

Enclosed are five prints each of drawings 31496, 31497, 31517, and 31518, which are the preliminary plan and elevation, clearance diagram and bent elevation sheet, and vicinity map sheets for the subject structure. The foundation recommendation is not complete at this time and will be forwarded when available.

The roadway widths and alignment are in accordance with the requirements established for this project. The length and span arrangement was established to span the railroad and the Banfield Freeway. The elevation and structure depth were established to provide a minimum of 17 feet clearance over the Banfield Freeway.

A three-span, post-tensioned box girder and a three-span, steel plate girder were studied for the site. The post-tensioned alternate was selected as being the most economical. The estimated costs,

based on approximate quantities and including an allowance for engineering and contingencies, is as follows:

Bridge	Steel	Post-tensioned Concrete
13516A	$4,900,000	$4,150,000
13516B	1,350,000	1,150,000
	$6,250,000	$5,300,000

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
R.W. ELLISON
Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures

cc E. S. Hunter
R. N. Bothman /w/ 2 sets
L. W. Rulien
V. E. Skoog

RECEIVED
STATE HWY ENGR
JUL 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8519

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 23, 1976

BR 13516

RECEIVED
STATE HWY ENGR
JUN 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

N.E. Halsey Street Uxing
S. Banfield Interchange Section
East Portland Freeway
Multnomah County
Bridge 13516

Enclosed are five prints each of drawings 31466, 31467, 31476, 31477, 29526 and 29527, which are the preliminary plan and elevation, grade line and clearance diagrams, vicinity map and foundation data sheet for the subject structure. Also enclosed are 5 copies of the foundation recommendation.

The 52-foot roadway width provides for the existing 4-lane facility on Halsey Street, and an 8-foot walk on the north side provides for pedestrian traffic. The alignment was established to permit construction of the new bridge before removing the existing structure. Bent 1 was established to allow construction while maintaining traffic on the existing bridge and to keep the fill within the right of way. Bent 8 was established to provide for future widening of the Banfield Freeway. The elevation was established to provide a minimum of 17 feet of clearance over the East Portland Freeway.

Three alternates were studied for this site: a 7-span welded steel plate girder, a 7-span post-tensioned concrete box girder, and a 9-span post-tensioned concrete box girder. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is as follows:

7-span steel	$ 4,040,000
7-span concrete	3,530,000
9-span concrete	3,470,000

The 9-span alternate requires a bent in the median of the Banfield Freeway. The 7-span, post-tensioned, box girder was selected to eliminate this bent and is about the same cost as the 9-span.

The bridge will be designed with the minimum number of deck expansion joints. Our plan and elevation sheet shows expansion at each end with expansion devices at the top of the columns at Bents 2 and 7. If this will not work, another deck expansion joint will be added near Bent 5.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures

cc E. S. Hunter
L. W. Rutten
R. N. Bothman /w/ attach.
V. E. Skoog

8519

I-205

Salem, Oregon
June 17, 1976

wdlson

A. D. Olson
Preliminary Design Engineer

K. D. Limbocker
Metropolitan Design Engineer

South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

I have reviewed the profile and cross-sections of a proposal for lowering the grade of the existing Banfield Freeway from about 87th to the I-205-crossing. The maximum lowering would be about 10 feet at the midpoint and would allow a somewhat lower visual profile in this area where the existing Banfield is on a 15 to 20 foot embankment opposite a residential area. It would have a theoretical negative value from a noise standpoint unless a higher sound wall is used along the freeway shoulder.

I can see no benefit to theproposal since you indicate that the costs and traffic problems are about equal. It may be that carrying the eastbound on an independent profile would have merit, with the existing facility to remain in place.

Obviously the real problem here is the busway and where and what it should be. Until that has been determined you have a choice of making alternate designs or one design that will allow for all alternates. For right of way purposes the latter is the only safe choice if a decision is very far in the future since by a wild stretch of the imagination we could be faced with both a connection into the median of the Banfield and to a line along the railroad. In the interim it would seem that serious design on anything but the mainline and Halsey structures would be questionable.

The question of lowering the existing Banfield should be determined on the basis of economics and traffic handling since there is no apparent overriding esthetic, social or environmental consideration. All things being equal, I would vote to leave it where it is.

ADO:az

Verstoeg ✓
Olson ✓
Christensen Doc
Scott
Swenson
Savage
Trout

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JUN 17 1976
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
June 10, 1976

FILE: 626-1909
(330)

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: South Banfield interchange with I-205

TO: J. A. VERSTEEG
Design Engineer

Attached are a profile and cross sections for a proposed lowering of the Banfield Freeway in the vicinity of the South Banfield interchange.

The benefits are the reduction in wall height on the southerly side of the freeway, and possibly some improvement in the noise characteristics.

The cost estimate is about a toss up. Handling of traffic during construction is about equal for either plan.

The alignment is that shown on the i"=50' plan. Please review and comment.

ebg

attachment

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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JUN 11 1976
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Bring Up ___/___/___
Other

May 24, 1976

Estimated Cost Comparison to Lower Banfield grade between stations 271 & 303. (3200')

Overlay Existing

Conc. Wall Banf. 282 - 286 Lt. (400')
Conc. - 263 c.y. x $135 = $35,505
Steel - 13,150 lbs x $0.50 = 6,575

Conc. Wall "ES." 299 - 302+25 Rt. (325')
Conc. - 287 c.y. x $135 = $38,745
Steel - 7,420 lbs x $0.50 = 3,710

N.W. "Structure (100' Additional Length)
100 x 46 x $55 = $253,000

TOTAL = $337,535

Lower Existing

Conc. Wall Banf. 283 - 287 Lt. (400')
Conc. - 147 x $135 = $19,845
Steel - 9,020 x $0.50 = 4,510

Conc. Wall "ES." 299+50 - 301+75 Rt. (225')
Conc. - 63 c.y. x $135 = $8,505
Steel - 4130 lbs. x $0.50 = 2,065

Additional Surfacing "WB"
Aggregate 16,539 Tons x $5.80 = $95,926
Cement 478 Tons x $78.00 = 37,284

Detour Surfacing ("EB" widening (20ft. wide) (could be saved for)
Aggregate 3777 Tons x $5.80 = $21,907
Cement 208 Tons x $78.00 = 16,224
A.C. 1590 Tons x $8.50 = 13,515
Asphalt 87 Tons x $90.00 = 7,830

Excavation
32,370 c.y. x $5.00 = ---- $161,850

TOTAL = $389,461

Existing off-Ramp Structure to be removed.

8519

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 7, 1974

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Banfield Structures
City of Portland

TO: F. B. Klaboe
Administrator & State Highway Engineer

NOTED
F. B. KLABOE

I discussed structures over the Banfield Freeway with Oliver J. Domreis. Multnomah County is not responsible for any of the Banfield overcrossing structures from Union Avenue east to the Portland city limits. They did share in the cost of reconstructing the 28th Avenue structure but it was still a responsibility of the City of Portland.

JHV:jh

RECEIVED
STATE HWY ENGR
NOV 12 1974
REFER TO
FOR

8519

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

OCTOBER 2, 1974

File Ref.

D 315 - 2 - 130

Mr. J. B. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of Sept. 30th concerning Union Pacific overcrossing of the "BC" Line, Banfield Interchange on the East Portland Freeway (I-205), Multnomah County.

The Railroad's plans for a second track in this area are still being considered; however at the present time we cannot forecast an exact date for construction of this track. We are agreeable to your proposal to construct only one structure at the present time and the necessary substructure for the second structure and then when the second track is built, for you to construct the second superstructure. At the time an appropriate agreement is prepared, this item can be covered.

It is our understanding that you anticipate calling for bids in about twelve months. At this time it might be desirable to include an alternate in your call for bids that would include either partial construction or complete construction of this bridge.

Yours very truly,

L A Kirkeby

L. A. Kirkeby,
Superintendent

YE

xc: E.S. Hunter
W.J. Hart
J.H. Versteeg
C.G. Swanson
R.N. Bothman

RECEIVED
OCT 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

8519

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1974

To: C. W. Head, Supervisor
Commission Services

SUBJECT: License Agreement
North & South Banfield Intchgs.
East Portland Freeway (I-205)
Multnomah County

B U I L D I N G

RAILROAD COMPANIES
FILE No. 769

A fully executed counterpart of a License Agreement covering test-hole drillings incident to the construction to the I-205 highway at the North and South Banfield Intchgs. was received from Union Pacific Railroad Company and is being handed to Velda De Guire for processing after which it will be sent to you for your files.

This license was requested by the Bridge Section and they are reminded that they must adhere to all provisions of this license agreement. It should be pointed out that the insurance called for under Section III of this agreement was not provided to the railroad company. Union Pacific accepted the State's public liability insurance policy as sufficient insurance for the work contemplated under this agreement.

Distribution of conformed copies has been made as indicated below.

Yours truly,

J. E. Chidsey
Railroad & Utility Engineer

JEC:kas

cc: E. S. Hunter
W. J. Hart - w/c agree.
J. B. Boyd - w/original agree.
J. L. Sollis - w/c agree.
R. N. Bothman - w/c agree.

SP 52479-734

FORM E-30

Fran

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 9, 1974
Salem, OR 97310

SUBJECT: Permit of Entry
N. & S. Banfield Interchanges
Portland Freeway (I-205)
Multnomah County
R/W File None

To: Mr. J. B. Boyd
Right of Way Engineer

B U I L D I N G

Attached are the duplicate original counterparts of a Permit of Entry granting the State of Oregon by and through its Department of Transportation, Highway Division, the right to enter upon the Union Pacific Railroad property in the vicinity of the North and South Banfield Interchanges of the proposed East Portland Freeway for the purpose of making exploratory foundation drillings. This Permit of Entry is granted to the State by the Union Pacific at no expense to the State. Also included are two copies of the Permit of Entry for your use.

This Permit of Entry has been reviewed and approved by the Legal Counsel and all other interested section heads. Please obtain the approval of this Permit of Entry from the Chairman or Vice-Chairman of the Transportation Commission and upon obtaining this approval have the document signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed this document, please have it returned to me and I will forward it to Union Pacific Railroad Company for final execution by their principals.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: F. B. Klaboe
C. W. Head

8519

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 23, 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

License to Perform Work on Railroad Property
N. & S. Banfield Interchanges
E. Portland Freeway (I-205)
Multnomah County
UPRR Rile: D 323-1-112

Dear Sir:

Enclosed are the original duplicate counterparts of the License to Perform Work on Railroad Property granted to the State of Oregon, Department of Transportation, Highway Division by Union Pacific Railroad Company at the North and South Banfield Interchanges of the East Portland Freeway (I-205) in Multnomah County. This license has been approved by the Oregon Transportation Commission and signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. These documents are being returned to you for final execution by your principals, upon which time it would be appreciated if one copy would be returned to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

bc: F. B. Klaboe
H. S. Coulter
W. J. Hart
J. B. Boyd
J. L. Sollis
R. N. Bothman
C. W. Head

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

8519

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 5, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Permit of Entry for Test Hole Drilling
North and South Banfield Ints.
East Portland Freeway (I-205)
Multnomah County

Dear Sir:

On Tuesday, October 30, 1973, I had a meeting with Mr. Bob Orr of your organization, at which time we discussed a Permit of Entry to the Oregon State Highway Division for doing necessary foundation test hole drilling on the North and South Banfield Interchanges with the East Portland Freeway in Multnomah County.

Mr. Orr requested that I furnish him with prints of the interchanges, showing the test hole locations and a reproducible drawing of both interchanges for his use. In conformance with Mr. Orr's request, enclosed are four prints each and one sepia prints each of the North and South Banfield Interchanges. The prints show the location of the test hole borings which we propose to make. The sepia prints do not show these locations, but can be spotted on by Mr. Orr's people.

After a review of our proposed drilling locations, if you find them acceptable to you, please prepare the necessary agreement between the Union Pacific Railroad and the Oregon State Highway Division, and forward it to me for execution by the State. If there is any further information you desire or any questions you have, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
NOV 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jly
Enc.

bc: E. S. Hunter
W. J. Hart
R. N. Bothman
J. B. Boyd
Jack Hesla

8519

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 13, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Project I-205-7(2)301
N. Banfield - S. Banfield Section
NE Hassalo St. Uxing - #13516E

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Preliminary plans submitted with Mr. Hart's June 20, 1973 memorandum with foundation data furnished August 22, 1973, are approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 17 '73
REFER TO
Handle TAA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
9-19-73
cc Hart
Young

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 20, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM Walter J. Hart
Bridge Engineer

SUBJECT NE Hassalo St. Undercrossing
S. Banfield Int. Section
East Portland Freeway
Multnomah Co.
Bridge 13516E

Enclosed are two prints each of Drawings 28822 and 28685 which are the preliminary plan and elevation and vicinity map for the Hassalo Street structure. The foundation information will be forwarded to you as soon as it becomes available.

This structure carries one lane of traffic each way plus a left-turn lane on NE Hassalo Street over eight lanes of freeway traffic. A two-span, post-tensioned concrete box girder is used and provides a clean, thin structure at a reasonable cost. Single, sloping sides and a constant depth are used to be consistant with the other North and South Banfield Interchange structures.

Preliminary foundation information indicates the possible use of steel piling for all bents. It may be found, however, that some spread footings may be used. The actual foundation used will be based on the most economical consistant with the "Foundation Recommendation".

This structure is estimated to cost $638,000 based on approximate quantities and including an allowance for engineering and contingencies. This is being sent to you as a preliminary submittal for your approval.

JEB/dh/ag
Encl.
cc E. S. Hunter
L. H. Young
V. E. Skoog

NOTED
E. S. HUNTER

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8519

1-205-10

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 23, 1969

SUBJECT: "WS" Ramp
South Banfield Intch.
I-205

To: Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

ATTENTION: A. D. Olson

Herewith two alternate plans for the subject ramp. Plan "B" requires wall construction but has better horizontal and vertical alignment. Plan "A" eliminates the bulk of the walls but requires a 6% grade and reversing curvature for the connection to Glisan.

Please review and advise this office of your preference.

K. D. Limbocker
Metropolitan Design Engineer

KDL:pb

Enc

cc: A. E. Johnson

Ken — no particular preference — but W S curvature should be 8° or better all the way from the Banfield, if possible. - Looks like the frontage road along the westerly side of the freeway could be moved westerly a little without increasing the cost and eliminate need of some walls. This would also increase storage on Glisan, etc.

ADO.

8520 N.E. Marine Dr. Sec. of E. 1977
Portland Fwy. N. of Portland
(Grading & paving)

0530 2-5-79

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-5-79	C. T. Christianson, Area Engineer	I-205-7(41)314

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-4-77	8-22-78	113 %	125 CWD

APPROVED EXTENSIONS	LOCATION
26.5 CWD	I-205 Crossing of Maine Drive near Columbia River

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N.E. MARINE DR. SECTION
EAST PORTLAND FREEWAY
Grade, Pave, Illumination

The purpose of this project was to relocate Marine Drive to a point below the current flood control dike in order to secure adequate vertical clearance below the approach to the Columbia River Bridge. The project was completed at a final total cost of $756,680 representing a 2% underrun.

RECEIVED
STATE HWY ENGR
FEB - 9'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
FEB 7 1979
Washington
STATE

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		*ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: C. T. Christianson		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 2-7-79	TITLE: Field Operations Engineer	DATE: 2-7-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8520-26 State

FORM APPROVED
OMB NO. 04-R-5724

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL — *To be completed by Washington Headquarters Personnel* (2–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★	COUNTY	FEDERAL PROJECT NO. ★	URBAN (X) ★ RURAL ( )
OREGON	Multnomah	I-205-7(41)314	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		6203		DATE STARTED ★ May 18, 1977
20	FINAL CONSTRUCTION COST★	DOL.	$703,701		DATE COMPLETED ★ November 4, 1977
21	LENGTH OF PROJECT	MILES	0.00		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
30	LABOR ★ *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 6027	GROSS EARNINGS 68,208
22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	269,205	
9	PETROLEUM PRODUCTS ★	GAL.	36,450	
1	CEMENT	BBL.	484	

CARD C

2	AGGREGATES PURCHASED	TON.	17,654	
92		CU. YD.		
3	BITUMINOUS MATERIAL	GAL.	117,840	
4	LUMBER	THSD. BD. FT.	1	

CARD D

5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		
10	EXPLOSIVES	LB.		

CARD E

11	READY-MIXED CONCRETE	CU. YD.	360	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON		
95		CU. YD.		

CARD F

16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.	1,690	
18	GUARDRAIL	LIN. FT.	525	
19	BRIDGE RAIL	LIN. FT.		

CARD G

23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	$130	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52, 53–61, 62–70)

CARD H — CULVEPT ITEMS

ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
6	CORR. STEEL CULVERT	
	12	96

CARD J

ITEM		
13	CONCRETE PIPE	
	12	1148
	18	92

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS — REVIEWED BY: — DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 6-78)

8520

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8520

The $1,000.00 deposit released on this contract is being applied to the unallocated account. This is in accordance with Cascades memo of September 19, 1978.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev. 7-77)

8520

9

ROBERT W. STRAUB
GOVERNOR

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HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

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Form 734-3122 (Rev. 7-77)

8520

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8520

This project has been finalled. The $1,000.00 deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 4-77)

8520

8

August 28, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On August 24, 1978, we wrote to you concerning release of final payment on Contract No. 8520 awarded to Cascade Construction Company, Inc., for work on the N.E. Marine Drive Section of the East Portland Freeway in Multnomah County.

The total contract amount is $702,821.55 including $11,604.06 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc C. T. Keasey
Walt Hart
Ed Hardt

8520

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

APRIL 13, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8520

Retainage requirements on this project have been reduced to $1,000.00. Their presently is $35,000.00 deposited in lieu of retainage. $34,000.00 may be released or applied to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

8520

8

April 11, 1978

Cascade Construction Company, Inc.
Post Office Box 4267
Portland, OR 97208

Gentlemen:

Request for Increase in Number of Workdays
N. E. Marine Drive, Contract No. 8520

Your request for a time extension on this contract has been carefully reviewed. A 26½-day time extension is granted due to holiday stop work orders and extra work. No time is granted for inclement weather. It is noted that the early stage job progress on embankment construction was slow and should have been pursued more diligently.

Should you have any remaining questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
William Tison
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8520

Salem, Oregon

April 6, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Marine Drive
East Portland Freeway
Contract No. 8520

TO: H. S. Coulter
State Highway Engineer

The contractor on this project, Cascade Construction Company, Inc., has requested a time extension of 46 days on this project.

The pertinent time data is as follows:

Contract awarded	May 3, 1977
Calendar workdays specified	125
Time count started	May 18, 1977
Contract work completed	November 4, 1977
Excess time used	46 days

Stop work orders were issued on Memorial Day, July 4th and Labor Day. These amounted to four and one-half days during which time was charged and should be granted.

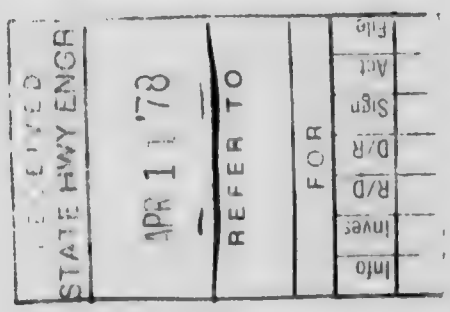
Three change orders were executed which had a time impact on the completion of the project. First, several large concrete and steel piles were left on the site from a previous test pile contract and had to be removed to allow work to continue. This required six days and should be granted. Second, it was necessary to add cement treatment to the subgrade and this required 11 days and this time should be granted. Third, a late change order was written to construct a drainage outfall ditch. This work required five days and should be granted.

The contractor claims an additional 23 days due to weather conditions at the end of the project. This time is not justified. The contractor did not diligently pursue the project in its early stages during summer good weather. Embankment construction, which was the major early part of the work, progressed at an average rate of only 10,900 cubic yards per week for the first nine weeks of project activity. A much higher embankment production rate was easily possible and the project could have been completed prior to the fall rains if pursued properly.

Therefore, a time extension of 26½ days is recommended due to the above bona fide causes beyond the control of the contractor. This will result in 19½ days remaining as liquidated damages.

A rough draft letter to the contractor is attached. FHWA approval is not required.

OBJ:fr
Att.
cc: Robert Church



B—200 (Rev.)—SM—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 6, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 171 days, within which to complete our Contract No. 8520, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As detailed on attached sheets.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By George R. Morton
GEORGE R. MORTON, VICE PRESIDENT

CONSENT OF SURETY

Date December 6, 1977

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Nancy L. Kreutz
Attorney-in-fact

Nancy L. Kreutz

(SEAL)

Reger, Bowes & Hunter, Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8520 Contractor Cascade Construction Company, Inc.

Highway East Portland Freeway

Section NE Marine Drive

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

26½ days granted due to:

1) Stop work orders.
2) Extra work.

Recommended for Approval:

Marion Craft for Division Engineer

O. B. Jacksmund For Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter State Highway Engineer

Contract No.	8520
Project designation	1-205-7(41)314 State-Federal
Date awarded	May 3, 1977
Work started	May 18, 1977
Per cent completed	100 % Date
No. of Workdays Allowed	125 CWD
No. of Workdays Used	171
No. of Added Workdays Requested	46

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

Detail of Request of Extension of Time for N. E. Marine Drive, Contract No. 8520

1. EWO #1 - Piling Removal - 8 days

   Concrete and steel piling remaining from the pile loading tests for the Columbia River Bridge were in our construction area and had to be removed to allow progress of the work. The piling were removed on June 10th thru June 13th, an additional 4 days was required for mobilization.

2. EWO #3 - Cement Treated Subgrade - 11 days

   During construction an unstable subgrade was discovered, which would not have been stable enough to support the required embankment. The project could not progress until this area had been stablilized. The work was performed on July 18 thru 19, mobilization required 2 days, and the decision for solution after the problem was discovered required 7 days.

3. P. A. #3 - Ditch Excavation - 4 days

   Additional drainage was required resulting in this price agreement. The work was performed on Sept. 23 thru 27.

4. Weather preventing construction of concrete lined ditch - 23 days

   The addition of the above 23 days would bring the contract ending date to October 12. The project was substantially complete on October 10, with the completion of the paving, which allowed the traffic to use the new grade. The remaining work was in relation to a concrete lined ditch which was completed on November 4. Work on this portion was delayed due to the wet weather during this period which prevented excavation of the ditch for a firm subgrade for the concrete. We request the remainder of the contract time assessed due to this work.

In addition to the contract work the following price agreements were negotiated which required our participation after the contract ending date:

5. P. A. #4 - Guardrail dated 10/12/77.

6. P. A. #5 - Illumination dated 11/9/77.

OREGON C.U.P. (*Cleaning Up Pollution*) AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

8520

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Marine Drive		WEEK ENDING: January 27, 1978
		SECTION PREFIX: 626-1098
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: N.E. Marine Drive	KIND OF WORK: Grading & Paving	
CONTRACTOR: Cascade Construction Company	CONTRACT NUMBER: 8520	FEDERAL AID PROJECT NUMBER: I-205-7(41)314
DATE OF CONTRACT: May 3, 1977	DATE WORK STARTED: May 18, 1977	ESTIMATED COMPLETION DATE: November 4, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 125	WORK DAYS USED / CALENDAR DAYS USED: 171
PROJECT AUTHORIZATION: $769,437.72	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 137
EXCLUSIVE OF ENGINEERING: $708,425.04	ENGINEERING AUTHORIZATION: $61,012.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $699,680.38	ENGINEERING COST TO DATE: $56,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 2 %	PERCENT OF AUTHORIZATION: 92 %	DATE PROJECT WAS COMPLETED: November 4, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fence	Sand Blanket
100	100	100	100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.68	0.68			0.68
MILES PARTIALLY COMPLETED	0.68	0.68			0.68
MILES COMPLETED	0.68	0.68			0.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)	109,470CY	5,300 TON			10,030 TON
TOTAL QUANTITIES CORRECTED TO DATE	104,718 CY	7,168 TON			10,976 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	104,718 CY	7,168 TON			10,976 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

January	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Rain	0		
MONDAY 23	Rain	0		
TUESDAY 24	Clearing	0		
WEDNESDAY 25	Rain	0		
THURSDAY 26	Overcast	0		
FRIDAY 27	Overcast	0		
SATURDAY 21	Rain	0		

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 30 1978
CONSTRUCTION SECTION

January	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 22	No activity.
MONDAY 23	No activity.
TUESDAY 24	No activity.
25 WEDNESDAY	No activity.
THURSDAY 26	No activity.
FRIDAY 27	No activity.
SATURDAY 21	No activity.

REMARKS

All work under this contract is complete. It is estimated that the Semi-Final Estimate will be submitted by February 3, 1978. Third Notification has not been submitted pending submittal by the contractor of PR 47.

This will be the final weekly report submitted for this project.

SIGNED Jim H Russell LOCATION Portland

W. A. Tison, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8520

N.E. Marine Drive
East Portland Freeway
Multnomah County
FAP No. I-205-7(41)314
Contract No. 8520
Prefix No. 626-1098

CONSTRUCTION ENGINEER'S NARRATIVE REPORT
January 30, 1978

This project of 0.44 miles in length consisted of grading, paving, curbs and drainage system. Project was awarded May 3, 1977 to Cascade Construction Co., Inc. Work began May 18, 1977, completion date November 4, 1977.

The existing roadway occupied the top of dike along Columbia River, this was a two lane, asphalt concrete surface. It was necessary to re-locate the roadway onto the adjacent lower ground to provide vertical clearance for construction of the I-205 Glenn Jackson Bridge.

Grading:

All material necessary to construct the roadway was embankment in place. The contractor elected to used dredged sand and the general excavation material from the N.E. Halsey St. project that was being constructed during this time. The sand had been in a stockpile for three years prior to this time. The sand material satisfied the required three foot sand blanket that was to be placed on the slopes and bottom portion of the embankment along the dike. A concrete lined ditch was to be constructed between the dike slope and the new construction. This ditch could not be constructed without excavating into the new embankment to maintain vertical and horizontal alinement, this was done by Price Agreement. The water table in the sub soil approximately where the I-205 structure crosses Marine Drive was about 30 inches below grade during the drought last summer. To provide for surfacing through this area it was necessary to cement treat the subgrade. Five percent Portland Cement was mixed with the top 18 inches. This was done under extra work and was very successful. The plans called for the drainage to outfall into temporary sumps, due to the ground water elevation the sumps were deleted and a ditch was constructed along the toe of the fill section to be constructed to accomodate "S" Line ramp. This work was done under a Price Agreement.

Surfacing:

The stage construction plans and temporary protection of traffic plan work I very well for the surfacing construction and moving of traffic from the old alinement onto the new. Problems were encountered with cars missing the 112th Street connection and going over the fill slopes. Guard rail was installed on the radiuses and a single luminaire was placed at the intersection which solved the problem, this work was done by Price Agreement.

REFERRED TO
Beard, Dorn, Cole, Sample, Eriksen, Watson, Hager, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Prepare letter of acknowledgement DOR

Versteeg, Christensen DOR, Georgs, Olson, Terpin, Sullivan copy, Scott, Savage

RECEIVED
FEB 15 1978
ENGINEERING SECTION

Trout
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Return To
Bring Up
Action

Plans:

The plans indicated the concrete lined ditch between the dike and the new construction could be constructed in conjunction with the embankment construction, this could not be accomplished due to the irregularities in the dike slopes. It was necessary to re-design the vertical and horizontal alinement, this revision required excavation that was not provided for in the bid schedule. Pavement connections on each end of the project did not meet the existing roadway which required revising the vertical alinement.

R. L. Banzer
Resident Engineer

RLB/pl

STATEMENT OF OVERRUNS AND UNDERRUNS

N.E. Marine Drive East Portland Freeway
Multnomah County Contract No. 8520

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + OR -
Contract Bid Items	$675,318.70	$669,234.86	-0.9%
Anticipated Items	2,600.00	972.23	-62.6%
Contingencies	30,506.34	36,373.29	+19.2%
Engineering	61,012.68	57,000.00 *	- 6.6%
Credit for Liquidated Damages: 46 Days @ $150.00 / Day		6,900.00	
TOTAL CONTRACT COSTS	$769,437.72	$756,680.38	- 1.7%

* Estimated

Overruns & Underruns
Contract No. 8520

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
001	Mobilization	Lump Sum	100%	100%	0.0%
002	Temporary Protection & Direction of Traffic	Lump Sum	100%	100%	0.0%
003	Temporary Signs	Sq. Ft.	307	271.90	- 11.4%
	Contractors sequence of operations did not require the use of some authorized signs.				
004	Temporary Barricades	Each	12	9	- 25.0%
	Same as Item No. 003				
005	Flagmen	Hour	1,200	543.50	- 54.7%
	Same as Item No. 003				
006	Clearing & Grubbing	Lump Sum	100%	100%	0.0%
007	Removal of Structures & Obstructions	Lump Sum	100%	100%	0.0%
008	Ditch Excavation	Cu. Yd.	25	44.66	+ 78.6%
	Ditch required on 112th that was not on plans.				
009	Embankment in Place	Cu. Yd.	73,820 #3 50	69,786.24	- 5.5%
010	Topsoil Embankment in Place	Cu. Yd.	12,740	11,431.21	- 10.3%
	All required.				
011	Sand Filter Blanket	Cu. Yd.	22,910 #3 50	23,500.19	+ 2.6%
012	Trench Excavation	Cu. Yd.	380	446.38	+ 17.5%
	Extra required.				
013	Finish Roadbed & Slopes	Lump Sum	100%	100%	0.0%
014	Watering	M. Gal.	1,100	1,056.10	- 4.0
015	Bituminous Base Mix	Ton	8,100	8,499.66	+ 4.9%
016	Asphalt in Bituminous Base	Ton	450	365.08	- 18.9
	Quantities computed on 5.5% asphalt in mix, 4.3 used.				

Overruns & Underruns
Contract No. 8520

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
017	1"-0 Aggregate Base	Ton	5,300	7,167.86	+ 35.2
	Rock was laid on a sand subgrade. Extra used for curb bedding. Material was Plant Mixed adding to weight.				
018	Class "C" Asphalt Concrete Mixture	Ton	1,930	2,476.42	+ 28.3%
	Amount required to tie into existing Marine Drive at both ends, not in authorized quantities.				
019	Asphalt Cement in Mixture	Ton	125	125.55	+ 0.4%
020	Concrete Ditch Lining	Sq. Yd.	1,365	1,334	- 2.3%
021	12-Inch Culvert Pipe	Lin. Ft.	96	96	0.0%
022	12-Inch Sewer Pipe	Lin. Ft.	1,266	1,148	- 9.3%
023	18-Inch Sewer Pipe	Lin. Ft.	10	92	+820.0%
	Drainage change "MDR" 24+35.				
024	Concrete Manholes	Each	2	2	0.0%
025	Concrete Sumps	Each	1	0	-100.0
	Price Agreement No. 3 substituted.				
026	Concrete Inlets Type CG-1	Each	17	17	0.0
027	Concrete Inlets Type G-2M	Each	2	2	0.0
028	Guard Rail Type 2A	Lin. Ft.	275	275	0.0%
029	Guard Rail Anchors Type 1	Each	2	2	0.0
030	Rail End Pieces	Each	2	2	0.0
031	Type 3 Fence	Lin. Ft.	1,700	1,690	- 0.6
	Price Agreement No. 2.				
032	Concrete Curbs	Cu. Yd.	170	138.90	- 18.3
	Quantities for future curbs included in authorization.				

Overruns & Underruns
Contract No. 8520

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
033	Extra for Asphalt Approaches	Each	2	6	+200.0%
	Two (2) in plans not included in authorization, see Section 610.82, Standard Specifications. Also, it required extra work to feather both ends of the project into the existing Marine Drive and two (2) approaches were paid for this work.				
034	Loose Rip Rap Class 50	Cu. Yd.	20	16.80	- 16.0%
	All required.				
035	Roadside Seeding & Mulching	Acre	6	5.47	- 8.8%
036	Roadside Mulching	Acre	1	0	-100.0%
	Not needed.				
P.A. - 1	On-The-Job Training	Hours	1,000	335.50	- 66.5%
	Trainee used on other State projects.				
P.A. - 2	Document Use of Substitute Fence Material			DOCUMENTARY	
P.A. - 3	Construct Drainage Ditch	Cu. Yd.	7,000	6,946.06	- 0.8%
P.A. - 4	Guard Rail Type 2A	Lin. Ft.	240	250	+ 4.2%
P.A. - 4	Guard Rail Type B End Terminals	Each	4	4	0.0%
P.A. - 5	Provide & Install Utility Poles & Wiring	Lump Sum	100%	100%	0.0%
P.A. - 6	Additional Ditch Excavation for Concrete Lined Ditch	Cu. Yd.	458	458.02	0.0%
E.W.O. 1	Load and Haul Piling	$	$3,000.00	$2,391.10	- 20.3%
	Over estimated cost.				
E.W.O. 2	Provide Temporary Illumination	$	$1,800.00	$1,464.77	- 18.6
	Less time needed than anticipated.				
E.W.O. 3	Cement Treated Subgrade	$	$7,250.00	$7,748.19	+ 6.9
	As work progressed it became necessary to increase the area originally estimated.				

8520

1-20S-33

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1977

To: Frank Terpin
Location Engineer

SUBJECT: Marine Drive-U.P.R.R.
East Portland Freeway
Schedule of Fill Placing
South from Columbia Slough

Because of the shallow depth of compressible layer existing to the south from Columbia Slough in the subject section, it appears that a surcharge time of six months should be sufficient to obtain a stable grade after the fill is placed in this stretch. In fact, the FHWA specialist and a bridge foundation consultant have expressed the opinion that the settlement may take place so fast that a surcharge may not be necessary. We will monitor other fills in the area as they are placed to verify this opinion before we propose a plan to take it off.

F. W. Yarbrough
Soils Engineer

FWY:af

cc: Duane Christensen - Adrian Olson
Fred Eriksen - Al Hansen
K. D. Limbocker - Paul Haley
Dan Gano

REFERRED TO

Beard Dorn
Cole Sample
✓ Eriksen F.E. Watson
Heger Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
2 Christensen Doc
George
3 Olson aaa
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 16 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

8522

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-14-77

FEDERAL AID PROJECT NO.
I-205-7(41)314

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71004

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4-6-77	4-6-77	Interstate 205 / Primary 64

GENERAL LOCATION:

"NE. Marine Drive Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Utility Adjustment
Portland General Electric
TEC $130 F.F. $119

REMARKS

As requested in Mr. Swan's 11-4-77 letter, this will confirm the policy decision of 2-16-77 of this office to include illumination on I-205 projects under the Illumination Agreement with Multnomah County. You are authorized to proceed with the reinstallation of luminaire at the intersection of 112th and Marine Drive effective 4-6-77. Reimbursement on a lump sum basis is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-14-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8520

ROBERT W. STRAUB GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

#8520

8

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by _____
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

8520

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

8520

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

8520

626-1909

STATE OF OREGON

INTERCOICE MEMO 1-205

TO: WALTER J. HART
Bridge Design Engineer

DATE: June 20, 1977

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Proposed Retaining Wall
Marine Drive-UPRR Section
East Portland Freeway
Multnomah County

Based on the extensive foundation problems and excessive costs involved in the retaining wall construction compared against the estimated right-of-way costs, it is logical to revise the design and proceed with the right-of-way purchase.

A new sketch of the required taking will be prepared by this office. The negotiation and purchase of this property should be expedited to avoid prolonging the settlement time through this fill area.

KDL/ldo

cc: J. H. Versteeg
J. B. Boyd
L. C. Grothaus
F. Yarborough

Presume this is between I205 & east side frontage road north of Columbia Slough - opposite Mink Oil property.
CLC 6/20/77

1 Versteeg
2 Olson
4 Christensen
3 Scott
Swenson
Savage

RECEIVED
JUN 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

REFERRED TO

Beard Reed
Cole W.E.C. Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

5-25-1387

8520

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-148	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 6-16-77	State Oregon County Multnomah Project No. I-205-7(41)314

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Marine Drive Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-77	0.00
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 92.24% FEDERAL FUNDS
$ 768,870.00	$ 709,205.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]
Deputy State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 10 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

GPO 898-232

file

Oregon State Highway Division
Salem, Oregon, June 13, 1977

Federal Aid Project
No. I-205-7(41) 314

N.E. Marine Drive Section
E. Portland Freeway Highway
Multnomah County

Project Agreement estimate.

Type Code 6203
Roadway (E. Portland Frwy. Hwy. Sta. "L" 125+25.49)
(N.E. Marine Drive Sta. 5+00 to Sta. 37+00)

Mobilization	All Required		$65,000.00
Temporary Protection and Direction of Traffic	All Required		4,300.00
Temporary Signs	307 Sq. Ft.	3.45	1,059.15
Temporary Barricades	12 Only	86.00	1,032.00
Flagmen	1,200 Hr.	1.00	1,200.00
Clearing and Grubbing	All Required		1,250.00
Removal of Structures and Obstructions	All Required		2,700.00
Ditch Excavation	25 Cu.Yd.	5.60	140.00
Embankment In Place	73,820 Cu.Yd.	3.50	258,370.00
Topsoil Embankment In Place	12,740 Cu.Yd.	1.10	14,014.00
Sand Filter Blanket In Place	22,910 Cu.Yd.	3.50	80,185.00
Trench Excavation	380 Cu.Yd.	5.20	1,976.00
Finishing Roadbed And Slopes	All Required		4,030.00
Watering	1,100 M-gal.	10.00	11,000.00
Bituminous Base Mixture	8,100 Ton	9.85	79,785.00
Asphalt In Bituminous Mixture	450 Ton	64.00	28,800.00
1"-0 Aggregate Base	5,300 Ton	4.99	26,447.00
Class "C" Asphalt Concrete Mixture	1,930 Ton	10.50	20,265.00
Asphalt Cement In Mixture	125 Ton	64.00	8,000.00
Concrete Ditch Lining	1,365 Sq.Yd.	13.25	18,086.25
12-inch Culvert Pipe	96 Lin.Ft.	5.70	547.20
12-inch Sewer Pipe	1,266 Lin.Ft.	8.10	10,254.60
18-inch Sewer Pipe	10 Lin.Ft.	18.00	180.00
Concrete Manholes	2 Only	720.00	1,440.00
Concrete Sumps	1 Only	2,200.00	2,200.00
Concrete Inlets, Type CG-1	17 Only	260.00	4,420.00
Concrete Inlets Type G-2M	2 Only	275.00	550.00
Guard Rail Type 2A	275 Lin.Ft.	9.00	2,475.00
Guard Rail Anchors, Type 1	2 Only	200.00	400.00
Rail End Pieces, Type C	2 Only	80.00	160.00
Type 3 Fence	1,700 Lin.Ft.	2.75	4,675.00

Concrete Curbs	170 Cu.Yd.	76.75	13,047.50
Extra For Asphalt Approaches	2 Only	225.00	450.00
Loose Riprap, Class 50	20 Cu.Yd.	30.00	600.00
Roadside Seeding And Mulching	6 Acre	880.00	5,280.00
Roadside Mulching	1 Acre	1,000.00	1,000.00
			$675,318.70

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 300.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
On the Job Trainee (1 at $800)	All Required	800.00
		$ 2,100.00

Subtotal	$677,418.70
Engineering	91,451.30
Total	$768,870.00

Length of Project 0.00 mile

Federal Funds (92.24%)	$709,205.00
State Funds	59,665.00
Total	$768,870.00

Group 1 100%
Contract No. 8520
Prefix 626-1098

Oregon State Highway Division
Salem, Oregon, June 13, 1977

Federal Aid Project
No. I-205-7(41) 314

N.E. Marine Drive Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

8520

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT ...

8520

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1977

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Time-Rate of Settlement of Fills
Marine Drive-UPRR Section
East Portland Freeway
Multnomah County

Attached are prints of time settlement observations at three locations in the Portland Air Base area furnished to us by the Port of Portland. These were obtained several years ago under dredge fill loading, and I believe they are typical of the settlement to be experienced under the Airport Interchange area fills. It is particularly difficult to predict from test results the time-rate characteristic of settlement which will occur. Therefore, the best forecast of time-rate that can be made for the subject section is indicated by these records.

I have extrapolated the curves to the point where I think settlement will be complete. This is also based on judgment formed from our experience with settlement at the North Unit of the Minnesota Freeway.

We used five-feet of surcharge above subgrade on the Minnesota, which was left in place about nine months, and which gave good results there.

Also shown on one of the attached prints is the record of observed settlement at Swift Boulevard-Union Avenue overcrossing of Denver Avenue fill placed in 1953-54. The abrupt end of primary settlement may have been due to removal of surcharge, and in part to the limited area of the fill.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: K. D. Limbocker
A. D. Olson
F. E. Terpin
Dan Gano
Paul Haley
Jack Davis

1 Versteeg
2 Olson
3
Scott
Swenson
Savage

RECEIVED
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Other

GRAPH-PAPER GRAPHIC CONTROLS CORPORATION Buffalo, New York Printed in U.S.A.
SEMI-LOGARITHMIC 4 CYCLES X 70 DIVISIONS

PIA MILITARY AREA
PLATE NO 801
2-23-70 MLB

SETTLEMENT IN FEET

0
0.5
1.0
1.5
2.0
2.5
3.0

APPROX SECONDARY LIFT TIME

LAST LIFT

6-5-70
7-24-70
8-21-70
1-23-71

LOG OF TIME IN MONTHS

.1
1.0
10
100
10

1-23-71
GROUND SURFACE EL. 25.05
PLATE ELEVATION 4.48

PIA MILITARY AREA

PLATE No 803

2-23-70 MLB

Settlement Measured by the Port of Portland

FIRST LIFT

Settlement Feet

0.5
1.0
1.5
2.0
2.5
3.0

OSHD Measured Settlement at Swift Boulevard--Union Ave O-xing of Denver Ave. 1953-1954

- • F 30
- × F 36
- o F 45
- x curve only, add 1-ft. to settlement scale reading

1-23-71

GROUND SURFACE EL. 25.73

PLATE ELEV 3.43

LOG OF TIME IN MONTHS

0.1 1.0 10 100

GRAPH PAPER GRAPH-O CONTROLS CORPORATION Buffalo, New York Printed in U.S.A.

PIA MILITARY AREA
PLATE No 804.
2-23-70 MLB

READINGS ON R
READINGS ON TOP OF PIPE

DAMAGED TOP SECTION REPLACED AND CORRELATED TO R EL.
READ ON NEW TOP SECTION.

1-23-71
GROUND SURFACE EL 26.8
PLATE EL. 5.2

SETTLEMENT IN FEET

0.5 1.0 1.5 2.0 2.5 3.0

LOG OF TIME IN MONTHS

1.0 10 100

8520

1-205

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1977

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Safe Rate of Placing Fill
Marine Drive-UPRR Section
East Portland Freeway
Multnomah County

Attached is a print of a chart showing the safe rate of increasing height of fills on the subject section so that excessive pore water pressure in the foundation will not occur. The strength characteristic of the foundation soil is such that as the fill height exceeds about 20-feet, the pore water squeezing out of the foundation tends to cause instability.

The actual pore water pressure which is developed will be measured during construction so that placing may proceed faster if the dissipation rate is faster than estimated. If it is slower, placing will have to be delayed. However, this estimated placing rate is believed to be conservative so that if work is scheduled at this rate, there should be no delays on account of excess pore pressure.

This placing rate limitation reduces the effectiveness of the possible 12-foot surcharge suggested to reduce settlement time because it shows 34 days is required to place 12-feet of fill above 25-feet existing height.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: K. D. Limbocker
A. D. Olson
F. E. Terpin
Dan Gano
Paul Haley
Jack Davis

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

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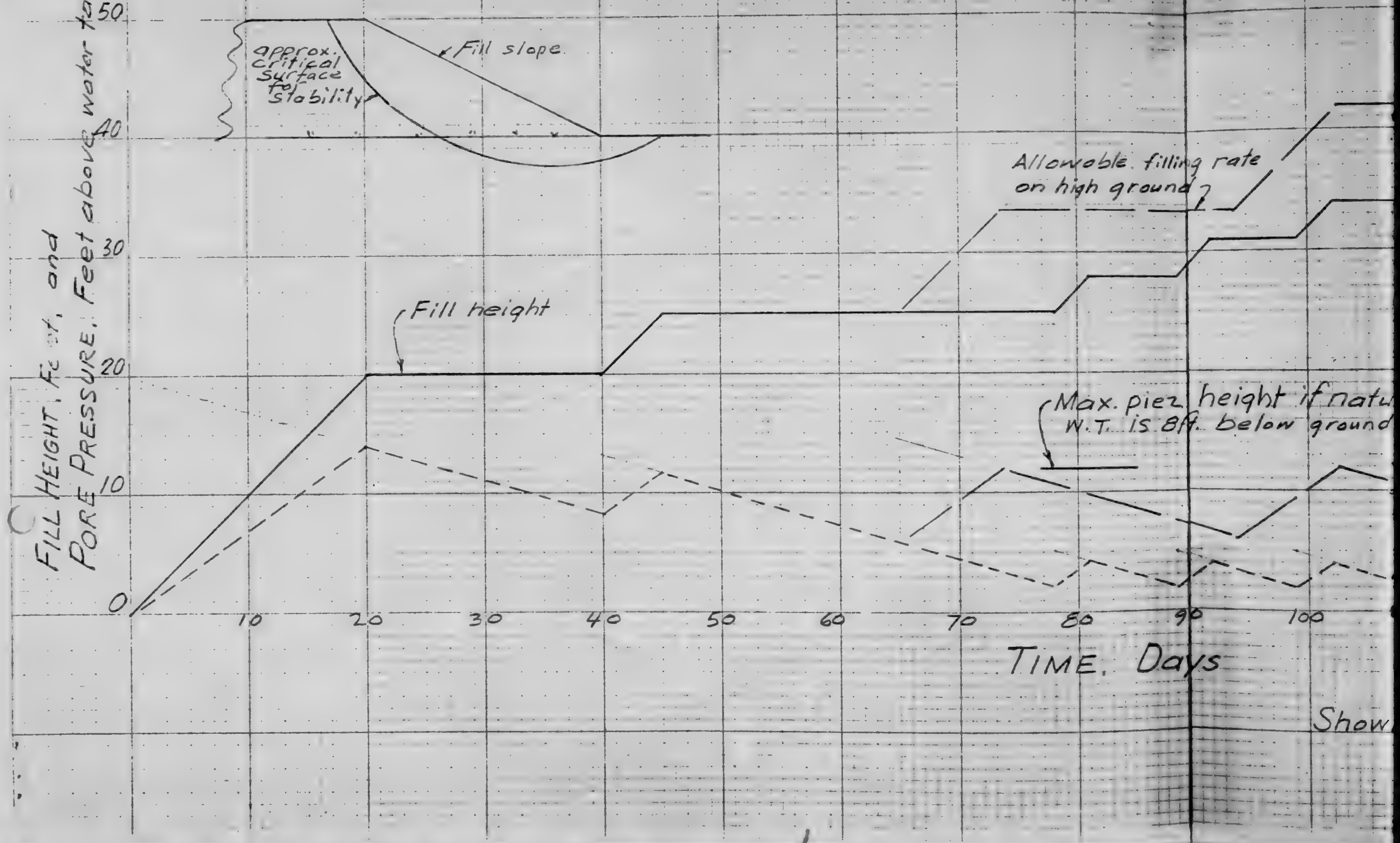
Piezometer height = excess pore pressure = feet of water above natural w



Show

feet of water above natural water table, at 16-feet depth under toe of slope.

Allowable filling rate on high ground

Allowable filling rate, Sta. 138 to 151

Max. piez height if natural W.T. is 8ft. below ground surface.

Maximum allowable piezometer height where natural water table is near ground surface and fill height is above 25 ft.

80 90 100 110 120 130 140 150 160 170 180

TIME. Days

MARINE DRIVE - UPRR

Showing safe rate of placing fill to avoid unsafe pore pressure.

4-21-77

8520 I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 21, 1977

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: N.E. MARINE DRIVE SECTION
E. Portland Freeway
Multnomah County

TO: MEMO TO FILE

The Acting Resident Engineer, Buz Banzer, has informed me that he has had calls from two or three contractors claiming they are having trouble finding suitable fill material at a reasonable price. The sand blanket material is especially hard to find, especially at a reasonable price and location.

The Port of Portland has several hundred thousand yards of dredged Columbia River sand in this area. Since the project is scheduled for bids on April 28, it is too late to make any major change concerning material sources, but if the bids are significantly higher than our estimate, we could look into buying the necessary fill material from the Port and making it available to the contractor at a later bid letting.

The dredged material would make good fill material, and would also probably fit the requirements for the sand blanket.

5-3-77
Apparently recd satisfactory bids Don Trout

MC/lms
cc: Buz Banzer
Hal Versteeg
E. S. Hunter
C. T. Keasey

THIS COPY FOR

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen
Scott
3 Swenson
Savage
4 Trout

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APR 22 1977
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Yellow
I-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

April 19, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N.E. Marine Drive Section
East Portland Freeway
Multnomah County

TO: Maury Payne
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9100	00	"MDR" Line, Centerline	Profile Grade
	01	"MDR" Line, Centerline	Subgrade
	02	NE 112th Avenue, Centerline	Profile Grade
	03	NE 112th Avenue, Centerline	Subgrade

BG:az
Attachment

8520

1-205

J H Versteeg
Road Design Engineer

Marine Drive - UPRR

April 18, 1977

Very rough estimates of the cost of reducing the settlement time from 18 to 12 months for fills just south of Marine Drive are hereinbelow.

The cost of sand drains will vary with spacing, depth, and area to be drained. At station ~~110~~ 130, cost could be as little as $22,000 per station if 20-foot spacing of drains is determined to be sufficient. At station 137, cost could be as high as $128,000 per station if 10-foot spacing is needed and if the ramp fills as well as mainline must be drained.

Extra surcharge probably will be cheaper. About 12-feet above finish grade would be required. If it could be moved into required embankments after use, the cost would be around $17,000 per station for the ~~m~~ mainline fill cross section.

Either procedure can be used to speed up settlement time as you proposed.

The cost of leveling up the pavement after settlement is complete possibly should not be left out of consideration. It appears that only about 0.3 - foot will occur after 12 months and the differential settlement will be only about half of that. So most of the settlement after 12 months will be critical only at structure ends.

k Is anybody thinking about how to build the retaining walls for the bus lanes in the Airport Interchange/? Taking into account the settlement under them as fill is placed against them?

8520

I-205

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151

April 18, 1977

Mr. Louis Grothaus
Metropolitan Right of Way Supervisor
Oregon State Highway Division
5821 N. E. Glisan
Portland, OR 97213

ME PE PRT PR2 DE
C.C.N.D. - METRO
APR 25 1977
OE FILE I/A

MARINE DRIVE RELOCATION

This is to confirm the conversation that I had with your assistant, Mr. Sinclair on April 14, 1977. In that conversation a concern was expressed that unless the construction contract let by the State for the relocation of Marine Drive provided the provision that the contractor fence the boundaries prior to the start of construction, that a great deal of valuable pasture land would be lost to the lessee until construction was finished. Any steps that you can take to implement this would be greatly appreciated.

If you have any questions on this, please contact me.

Jim Sartin

James A. Sartin
Business Manager
Portland Int'l Airport

JAS/pe

cc: Clarence Fricke

1 Versteeg
Olson
2 Pederson DE
Scott
3 Swenson Dag
Savage
Trout

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APR 28 1977
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REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson LEM
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Std specs call for cont. to fence areas to control livestock
DDe

offices also in Tokyo.
Chicago, Washington, D.C.

852

Salem, Oregon
April 18, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 28 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened April 28 on the following projects:

1. NE 3rd Avenue, N Locust, N Knott, N Juniper Sts
(Canby), Clackamas County
Grading and Paving

Withdrawn

2. Fat Elk Creek-Pulaski Creek
Coquille-Bandon Highway, Coos County
Grading, Paving and Structures

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
2.4-metre paved shoulders are provided.

3. Umpqua River Bridge
Umpqua Highway, Douglas County
Painting

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Frenchglen Hwy-Diamond Maintenance Station
FAS B472 (Old Diamond Hwy), Harney County
Oiling

Same as No. 2.
4-foot gravel shoulders are provided.

5. Lake Abert Rock Production
   Lake County

   Same as No. 3.

6. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Painting

   Same as No. 3.

7. Oregon Coast Hwy at NE 20th St (Newport)
   Lincoln County
   Traffic Signal Installation

   Same as No. 3.

8. Scio (N Beech Street)(Street Improvement Only)
   Linn County
   Grading, Paving and Drainage

   Same as No. 2.
   5-foot sidewalks exist.

9. Sodom Ditch Bridge
   Linn-West County Road, Linn County
   Grading, Paving and Structure

   Grading and paving incidental to structure.
   30-foot roadway provided on structure.

10. South Banfield Interchange
    East Portland Freeway, Multnomah County
    Grading, Paving and Structures

    Bikeway facilities to be constructed in this area on future contract.

11. NE Marine Drive
    East Portland Freeway, Multnomah County
    Grading and Paving

    Parallel bikeway facilities to be constructed on future contract.

12. Milton Ditch-Walla Walla River (Milton-Freewater)
FAS B568 (SE 15th Avenue), Umatilla County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

13. Fifteenmile Creek Bridge
FAS 310, Wasco County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

14. SW Baseline Street at W Main Street (Hillsboro)
Tualatin Valley Highway, Washington County
Grading, Paving and Signals

Same as No. 3.
Grading and paving incidental to signals.

15. Mary S. Young-Bolton School Bikeway
Oswego Highway, Clackamas County
Grading, Paving and Bikeway

Bikeway project.

16. Pacific Highway East at Chemawa Road
Marion County
Traffic Signal Installation

Same as No. 3.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
George Hopkins

8520 4-6-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(41)314

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71004

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	4-6-77	Interstate 205	Primary 64

GENERAL LOCATION:

"N.E. Marine Drive Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain and pave (frontage road) Code 6203 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT

☒ OF BIDS

☒ OTHER (Specify) Perm. pavement striping (SF) $ 300
Temp. erosion control (EW) 1000
On-the-job training 800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 4, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $792,017 Federal funds $730,556.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	E. J. Walsh	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

#852 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I 543

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO
Green
FOR
Irfn | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-4-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"
(N.E. Marine Drive Section)

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustment
(Parkrose Water District)
(TEC $8,491.52) Not to exceed FF $7,832

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 4-4-77, you are authorized to proceed with the actual adjustment of Parkrose Water District's relocation of waterlines. Reimbursement on an actual cost basis not to exceed $7,832 Federal funds is approved.

I approve the agreement with the Utility consisting of your relocation letter of 3-14-77, the Utility's letter of 3-23-77 and the plans and estimate furnished with your letter of 4-4-77.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8520

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 15, 1977

Mr. Leo White, Manager
Multnomah County Drainage District No. 1.
10319 NE Marx Street
Portland OR 97230

NOTED
E. S. HUNTER

Dear Mr. White:

Re: Relocation of NE Marine Drive
East Portland Freeway

By letter dated December 11, 1975 from our Bridge Engineer, you were made aware that the I-205 Freeway in East Portland requires a bridge across the Columbia River. The design of I-205 and the bridge requires that Marine Drive, presently located on your dike, be relocated.

Enclosed are five copies of our plans for the relocation of Marine Drive. The proposal has been discussed with Duane Brands and reviewed by Larry Anderson, both of the Dam and Flood Control Section of the Corps of Engineers. Please return one set of drawings with your approval or comments. This work is to be contracted as soon as we have acquired the needed permit.

A storm sewer outfall will be constructed in connection with the I-205 Freeway which will cross your dike at a location in the vicinity of the bridge. The details have not been worked out at this time and the plans will be submitted separately for your approval at a later date. The storm sewer will be included in a future contract.

Very truly yours,

Frank E. Terpin
Location Engineer

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STATE HWY ENGR
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Enclos
DEK:jp
bc E.S. Hunter
R.N. Bothman
J.H. Versteeg
Boris Georgeff, USCE w/enclo

Form 81-734-3123

8520

I-205

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1977

To: J. H. Versteeg
Road Design Engineer

SUBJECT: N. E. Marine Drive Section
Columbia Slough Frontage Road
East Portland Freeway
Multnomah County
Foundation Instrumentation

In order to make the desired fill safely in the Marine Drive-UPRR section of the subject freeway, it will be necessary to monitor the build-up and dissipation of the porewater pressure in the foundation at a few locations along it as the fill load is placed on it. If the pressure builds too high, fill placing will have to be delayed while the pressure dissipates so that a foundation shear failure does not occur. This has become a common procedure under these conditions, but we have not done it except by very crude methods. In the proposed construction of the main fill, it must be done in a workmanlike manner.

Therefore, it is proposed that we should practice the procedure in the subject small sections to be let this spring. Two settlement plates and two piezometers should be installed at suitable locations in each section. At the Marine Drive section, some indication of the magnitude of settlement to be experienced elsewhere will be observed. Unless this fill is placed rapidly however, pore pressure may not develop because of the limited area to be loaded and the elevation above water table. At the Owens-Illinois area, the fill load is small but the foundation is very wet and close to the water table. Some pore pressure should be developed here, and a measurement of the dissipation rate will be valuable in forecasting more precisely the allowable fill placing rate in the main fill.

My suggestion is that the Resident Engineer should install and monitor the settlement plates, and the Region Geologist should install and monitor the piezometers. Each settlement plate is half a piece of 3/4 inch plywood, a 2-inch pipe flange connector, and 2-inch black pipe to reach from the foundation to the shoulder of the fill; about $200 for the material for four of them. Four pneumatic piezometer tips, tubing to reach them, drilling to install them, housing to protect the terminals, and an instrument to read them will be on the order of $7000. The pressuring and sensing instrument should be a capitalized equipment item which can be rented to these and future projects for capital recovery.

Bidders need to be advised that the Contractor will be required to place fill around the two settlement standpipes in each job which will extend

upward from the foundation into the shoulder of the fill. Four piezometer terminal housings near but beyond the toe of the fill must be guarded.

The Region Geologist will need authorization to select, order, receive, and install the piezometer equipment about two months before fill placing can begin near the locations of them. He should submit a more precise cost estimate for project authorization after he selects equipment and details the installation.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Frank Terpin
Ken Limbocker
Dan Gano
Jack Davis
Lyle Watson

1 Versteeg V
Olson
2 Christensen DLC
Scott
3 Swenson
Savage
Trout

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MAR 14 1977
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BY FINAL DESIGN ENGINEER

8520 I-205

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 31, 1977

Mr. Duane Brands
Dam and Flood Control
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

Dear Sir:

Re: Marine Drive Relocation at I-5
Multnomah County

After our conversation on January 21, I find that the outfall sewer portion of the Marine Drive relocation will not be let with the contract that is proposed for a March letting. Marine Drive will be relocated; however, the outfall sewer will probably be let on another contract in about a year and a half to two years.

The storm sewer system is designed as a closed gravity flow system. It is now designed to flow full; however, there is a possibility that the design could change.

I am sending you a set of two rolls of cross sections and two sets of "Informational Only" plans for your information.

If you have any questions, you can reach me by telephone at 378-6265.

Very truly yours,

Frank E. Terpin
Location Engineer

By

Donald E. Keyes
Location Liaison Engineer

Enc.
DEK:mc
bc D.O. Christensen

Verstteg ✓
Olson
2 Christensen DEC
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BY FINAL DESIGN ENGINEER

Form 81-734-3123

8520

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 31, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Marine Drive Relocation
East Portland Freeway I-205
Multnomah County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

The preliminary design data received indicated that a portion of the sewer box to pass under Marine Drive and the sewer outfall structure was to be included in this project.

It has been decided that the sewer box and outfall structure should not be constructed at this time due to the following:

1. The sewer will not be functional for approximately 4 years.

2. Possible changes in size or slight revisions in alignment could occur in the next few years. A completed section would limit our flexibility to respond to these changes.

3. A Corps of Engineers permit is required to construct the outfall structure and it is doubtful if this could be obtained in time for an April 28, 1977, letting. A permit is also required to cut through the dike.

The above has been discussed with Mr. Limbocker of Metro and the Bridge Section and it has been determined that there is no problem in constructing the outfall structure and box portion under Marine Drive at a later date. Detour and staging details will be developed to the extent necessary to determine any features that should be included in this project to facilitate the future sewer construction.

DOC:az
cc: E. S. Hunter
R. N. Bothman
K. Limbocker
L. L. Wallace
F. E. Terpin
L. K. Watson
A. Brummitt

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STATE HWY ENGR
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FOR
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8520 I-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

January 4, 1976

FILE: 626-1909

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: I-205 RIGHT-OF-WAY
NE Marine Dr. - Glisan St.

TO: A. D. Olson
Design Section

1 Versteeg
2 Olson
4 [illegible]
3 [illegible]
Swenson
[illegible]

RECEIVED
JAN 07 1977
ROAD DESIGN SECTION

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Herewith a letter from Paul Hailey outlining the right-of-way needs for the subject section of I-205.

The needs have been prioritized based on the tentative letting schedule.

I would like to emphasize the priorities.

Priority 1 - Those properties associated with the south Banfield contract (phase 1). Tentative letting date March 24, 1977. File Nos. 48928, 47220, 46994, 46995, and parcel 1 of 45911.

Priority 2 - Marine Drive relocation. Tentatively scheduled for March 24, 1977. File No. 48873 Parcels 3 and 4.

Priority 3 - Owen-Illinois rehabilitation. Tentatively scheduled for April 28, 1977. File Nos. 44235, 44236, and 49420.

Priority 4 - 102nd Avenue structure extension. Clarification of of County holdings and necessary negotiation. Scheduled for letting March 24, 1977.

Priority 5 - Frontage Roads and structures NE Holman - NE Marx. Scheduled for letting April 28, 1977. Parcels pertaining to Holman widening can be deferred.

Priority 6 - Open Shoofly (Kenton Line). File No. 46693. Scheduled for May 26 letting.

Priority 7 - Prescott Street structure. File Nos. 46954, 49476, and 47659. Scheduled letting June 23, 1977.

Priority 8 - NE 99th Section. File Nos. 45911, 47233, 47276, 49184 thru 189 and 49201 thru 49221. Tentative letting date June 23, 1977

Priority 9 - Sandy Blvd. structures. File Nos. 46965-966, 49164-165. Tentative letting date August 25, 1977.

Priority 10- NE Columbia Blvd. structure. Flamingo Motel easement. Tentative letting date August 25, 1977.

ggw

REFERRED TO
Road
Sample
2 Watson
Wolfe
Board
1 Cole
3 Eriksen
Hager
Nelson Discuss
File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

December 29, 1976

FILE: 626-1909

FROM: PAUL HAILEY
Senior Planner

SUBJECT: I-205 Right-of-Way
N.E. Marine Drive to Glisan St.

TO: KEN LIMBOCKER
Metro Design Engineer

Blue notes by Scott 1-14-77

I have checked our right-of-way requirements for the portion of I-205 between Glisan and Marine Drive. Following is a summary of the present right-of-way requirements:

49285, 49286, 49369, 48291, 48290, 48289, and several other properties north of N.E. Hassalo St. between N.E. 84th and N.E. 91st will be needed for Banfield Freeway relocation.

47233, at the corner of N.E. 95th Ave. and N.E. Glisan, is needed for widening of Glisan St. ~~46480~~, at N.E. 94th and Glisan, also is needed for widening of Glisan St. and the Glisan St. detour if the detour is to be on the south side. Our plans indicate a different requirement for ~~46480~~ than shown on the right-of-way map.

49184, 49185, 49187, 49188, 49189, 49190, 47275, 47276, 47277, all fronting on Glisan St., will be needed for widening of Glisan St. in conjunction with construction of N.E. 99th Ave. However, our latest plans indicate that 49188 and 49189 should be triangular, and that 49190 is not needed. 47275 is also different.

49221, 49212, 49209, 49208, 49215, 49211, 49210, 49214, 49213, 49207, 49206, 49204, 49203, 49205, 49201, 49202, and parts of 45911 will be needed for N.E. 99th Ave. between Glisan and Multnomah St.

47228, 47226, 46911, 47224, 47225, and part of 45911 will be needed for South Banfield Interchange ramping, busway, bike path, and cul-de-sac of N.E. Irving St. The owner of 47228 has purchased the back part of the lot just north of him (remainder of parcel 47227) and has requested access to his shop in the back of 47228. This could be done by putting a driveway from the Irving St. cul-de-sac across parcel 47226. If this is done, it looks like 47226 will be a total take. If the November '76 proposal for putting the "NW" ramp into the median is accepted, parcel 47225 and a good piece of 45911 would not be needed.

Parts 5 and 6 of 45911 will be needed to widen N.E. Pacific St., and another part to widen N.E. 99th Ave. between Multnomah and Halsey. Parts of 45911 will be needed for the Banfield overcrossing structure.

47220 is required for the Banfield overcrossing structure. A revision to this parcel was sent to Salem to allow room to access the easterly remaining building of the Rose City Pre-Cut Buildings, Inc. complex.

49399 and part 7 of 45911 on Multnomah St. east of N.E. 91st will be needed for the cul-de-sac on Multnomah.

48928, the additional piece from the old Empire Building Material Company property, will be needed to build the Halsey St. structure if the retaining wall is eliminated.

49147, 49146, 49145, 49144 along the north side of Halsey east of N.E. 100th Ave. will not be needed under the present plan. Two additional pieces along Hancock near N.E. 95th Place will be needed for fill slopes. 46997, south of N.E. Thompson St., is needed for the big fill and sound berms.

2 New Parcels
49485
49480

46994, 46995, 46996, and 46993 along N.E. Hancock are needed for the big fill. 46994, and 46995 encompass the proposed borrow site area needed to make the fill for the Banfield overcrossing structure.

48353, 48355, 48356, 48357, 48358, 48359, 48360, 48361, and 48362 along N.E. 102nd are needed to build the "EN" ramp and adjacent sound wall. 48353, 48355, 48358, 48359 will be needed for the Banfield detour in conjunction with building the "EN" ramp box structure.

46946, 47207, 47208, 47214, 49408, and 49409 along N.E. Klickitat St. are needed to build the Banfield eastbound connection.

45493 is needed for a sound wall along Fremont and cut slopes.

Possible requirements of the Multnomah County property along N.E. 102nd near Fremont is being checked by Mr. Grothaus.

47637 is no longer needed under the present plan for realignment of N.E. Maywood Place at Campaign St. Metro advises they can omit it. ADD.

Olson to confirm. Done. ADD.

47659 near N.E. 92nd Ave. and Prescott provides room for a sound wall.

49476 and 46954 are needed for mainline cut slopes and sound berms between Sandy and Prescott.

49164 and 49165, on the south side of Sandy, are required for the Sandy off-ramp and cul-de-sac on N.E. 95th Ave. Their access to Sandy would be cut off by the Sandy detour.

46965 and 46966, on the north side of Sandy, are needed for the Sandy Blvd. detour and structure.

49166 and 49167 are needed for the cul-de-sac on N.E. 99th Ave. at Sandy Blvd.

48368 is needed for the Columbia-Sandy connection.

New Desc 49478

An easement will be needed across the northwest corner of the Flamingo property in order to construct the storm sewer.

47063 and 46966 are needed for widening of N.E. Columbia Blvd. They are not required for detour or structure construction. A piece of 46966 not shown on right-of-way map 9B-2-1 should be purchased for the future busway.

Revised 46966

46693, between Sandy and the U.P.R.R., is needed for the storm sewer, and ramp and bicycle PATH construction. The easement and northerly part of the parcel are needed for the railroad shoofly.

44235 and 44236 involve the work at Owens-Illinois. 49420 involves frontage road construction in conjunction with Owens-Illinois.

48515, 44495, and 49370 between N.E. 101st Ave. and N.E. Simpson are needed for fill slopes.

Revised both

44363 and 49371 are needed for the easterly frontage road at N.E. Holman. Our requirements here are not as much as previously thought and will be revised.

49192 (part 1), 49193 (part 1), and 49194 north of Holman are needed for a drainage ditch and fill slopes.

49192 (part 2), 49193 (part 2), 49195, 49196, 49197, 49198, and 49199 are needed for widening N.E. Holman.

File w/ 49420 rev. see

An easement will be needed at N.E. 101st Ave. and Deering for driveway construction to the westerly frontage road.

Part of Parcel 2 48873

A piece of required right-of-way south of Liberty St. is not shown on the right-of-way map.

New File

An additional piece of 44217 will be required for slopes. However, this property may become a total take when Airport Way is extended easterly.

Parcel 2 48873 Revised

Parts 3 and 4 of 48873, Port of Portland, are required for relocation of Marine Drive. Part 2 of 48873 needs revision to contain fill slopes from the "SW" ramp. Also, some right-of-way from Multnomah County is required for relocation of Marine Drive.

All the above-mentioned revisions and additions will be submitted on 50 scale prints.

From my limited understanding of the proposed construction schedule, it appears that the following priorities should be set for right-of-way purchases:

Top Priority: 48928, 47220, 46994, 46995, part 1 of 45911 (Halsey structure, Banfield overcrossing, Borrow area); Parts 3 and 4 of 48873 (Marine Drive relocation); 44235, 44236, 49420 (Owens-Illinois); 44363, 49371, 49192 (part 2), 49193 (part 2), 49195, 49196, 49197, 49198, 49199, easement at N.E. 101st and Deering Drive (frontage roads and Holman St. widening); 46693 (U.P.R.R. shoofly); 46954, 49476, 47659 (Prescott structure and adjacent sound berms); 46965, 46966, 49165, 49164 (Sandy structure); Flamingo Motel easement (Columbia Blvd. structure); 46480 (Glisan detour).

High Priority: 45493, 46946, 47207, 47208, 47214, 49408, 49409, 48353, 48355, 48356, 48357, 48358, 48359, 48360, 48361, 48362 (North Banfield staging and sound berms); 47063, 46966 (Columbia Blvd. widening); 47233, 49184, 49185, 49187, 49188, 49189, 47275, 47276, 47277 (Glisan St. widening); 49201, 49202, 49203, 49204, 49205, 49206, 49207, 49208, 49209, 49210, 49211, 49212, 49213, 49214, 49215, 49221, parts 2, 3, and 4 of 45911 (99th Ave. improvement, Glisan to Multnomah); 46997, two new parcels along Hancock near N.E. 95th Place, 46996, 46993, 48368, 49166, 49167, 48515, 47063, 46966, 44495, 49370, 49192 (part 1), 49193 (part 1), 49194, 48873 (part 2), additional piece of 44217 (grading contracts); part 7 of 45911, 49399 (closure of Multnomah St. in conjunction with grading work).

Low Priority: 49285, 49286, 49369, 48291, 48290, 48289, other parcels on N.E. Hassalo between N.E. 84th and 91st Avenues, 47228, 47226, 46911, parts 5 and 6 of 45911, 47224, 47225 (South Banfield Interchange).

mb

8520

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 20, 1976

FILE:

FROM: PAUL HAILEY
Senior Designer

SUBJECT:

TO: J. H. VERSTEEG
Design Engineer

Submitted are plans for relocation of N.E. Marine Drive. We assume that part of the outfall sewer box will be built with this project. The double box design is the one suggested by the Hydraulics Section. Some type of access control grating should be placed near the outfall.

It may be possible to borrow material from the future Airport Way excavation; however, quantities would be small, and some uncertainties remain about design of the Airport Interchange. It will be necessary to remove and re-stockpile part of the existing topsoil stockpile.

The bike path should be built later when it would be functional as part of the I-205 bike path system. After investigating severe grade problems involved with a bicycle structure over Marine Drive, we feel that an at-grade crossing of Marine Drive is desirable at this time. Don Shaffer concurs with this, but would like the option open to put in an overcrossing structure in the future if traffic volumes ever became too severe for a safe crossing.

ldo

3 Versteeg ✓
1 Olson ADG
2 [illegible] DLC
Scott
Swenson
Savage
Trout

RECEIVED
DEC 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

12-22-76
Copy filed with Field Data
PMH

8520

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

.....Salem, Oregon.....
.....January 22, 1975.....

Bridges Nos.
16056 and 7

FROM: Jack Davis
Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:
Foundation Recommendation
East and West Frontage Road
Oxings of Columbia Slough
Brs. 16056 and 16057
N.E. Marine Dr.-UPRR Section
E. Portland Fwy I-205
Multnomah County

Location

These structures will carry the east and west frontage roads over Columbia Slough on either side of the twin freeway structures at Columbia Slough in northeast Portland, in the S.W. 1/4 of Section 15. T. 1 N., R. 2 E., W.M.

Site

These structures will be constructed in the area of the existing bridge carrying 105th Street over Columbia Slough. The existing bridge is a wooden structure supported on timber pile bents. No records are available as to the driven length of these piling. The surrounding area is low and marshy, with upper ground material composed of sandy and clayey silt. This material when wet, as with winter rain, is especially soft.

Both residential and light industrial buildings are in the area, interspersed with small areas of gardens, row crops, and pasturelands.

There appears to be little or no flow in Columbia Slough. Water level in the slough is dependent on ground water, surface runoff, springs, and the rate of pumping from the slough at the diked westerly end. There is no direct connection of the slough with the Columbia River. Dense growth of brush and trees in the soft stream banks indicates there are no erosion problems at the site.

Foundation Material

From 30 to 40 feet of soft to very soft sedementary material, combinations of fine sand, silt and clay, lay at the surface throughout this area, underlain in a well-defined plane by dense to very dense sandy gravels and cobbles. Twelve test holes drilled in the vicinity of the frontage road and freeway structures indicate that the upper surface of these gravels is fairly uniform, sloping gradually upward to the south from Elevation -20 to -10 in the area of the structures. Testing of these gravels indicates some layering of this material, very dense layers sandwiched between less dense layers. The depth of test holes drilled at this site is insufficient

to determine the depth of these gravels, but it is assumed that they over lay and are supported by the extremely dense Portland Terrace Gravels common to this area. (See Foundation Report for Br. 16055 & A for additional test holes.)

Foundation Recommendation

All bents for this structure must be pile-supported. All piling, regardless of the type used, will be considered point-bearing on the dense gravels with little frictional resistance obtained in the upper soft silts and clays. Pile type selection must be on an economic basis, since almost any pile type could be satisfactorily used in this location.

These structures are being designed to incorporate encased pile bents to support a precast concrete slab superstructure. Neither longitudinal nor lateral stability is of great concern in these low structures, however, the use of steel H piles for the bents will provide greater penetration into the dense gravels lying below Elevation -15 than would displacement piles, providing some additional stability if required.

Steel H piles, either HP 10 x 42 driven to 50 tons or HP 12 x 53 driven to 70 tons each, may be used. Increasing the allowable unit stress on the steel piles to 12,000 psi over the presently specified 9,000 psi would allow driving the above pile sizes to 70 and 90 tons each respectively, which could result in considerable savings. Pile point reinforcement would be recommended for piling driven to the higher bearing values, but are not considered necessary for piling driven to standard bearings. Penetration of steel piles into the gravels would range between 10 and 15 feet, with considerable variation in driven length depending upon the density of the gravel layers encountered. If steel piling penetrate relatively thin very dense gravel layers apparent in the upper elevations of the gravels, an estimated additional 10 to 15 feet of driven length may be required to obtain bearing. More uniform driven lengths may be obtained by the application of 1 1/2-inch thick steel tip plates (HP 10 x 42) welded to the pile points, providing penetration similar to that of displacement piles.

Displacement type piling driven through the soft upper material will obtain bearing rapidly on contact with the gravel layers, probably penetrating no more than 3 to 5 feet of the gravels. Fourteen-inch octagonal or 12-inch square prestressed concrete piles driven to 50 tons resistance each would provide satisfactory support. Since little penetration of the gravels is expected, some stability problems for vertical piles may exist in the upper very soft material.

Steel shells for poured-in-place piles would perform similar to other displacement type piles but are probably not suitable for this proposed type of construction.

Estimated lengths required for various types of piles are as follows:

HP 10 x 42 Steel H, Points reinforced, no tip plate, 50 tons

	Elevation Bottom Ftg.	Average Tip Elev.	Penetration	Encasement	Total
Br. 16057					
Bents 1 & 4	18	-28	46	1'	50'(3'allow)
2 & 3	6	-28	34	8'	46'(4'allow)
Br. 16056					
Bent 1	20	*-48	68	1	70'
2	4	*-46	50	8	60'
3	4	*-41	45	8	56'
4	20	-30	50	1	52'

*Note: Test Hole #EF3-1, at the northeasterly corner of this structure, indicates an area of only medium dense gravels through which steel H piles would easily penetrate for 20 to 25 feet (Elev. -18 to -40) before encountering very dense gravels. Not needing this penetration, pile lengths for Bents 1 through 4 may be reduced by the application of pile tip plates, resulting in the following estimated lengths:

Bent 1	20	-30	50'	1'	54'
2	4	-27	31'	8'	42'
3	4	-26	30'	8'	42'
4	20	-25	45'	1'	50'

For HP 12 x 53 steel H piles driven to 70 tons resistance each, add 5 feet to the above lengths shown for piles either with or without tip plates.

For HP 12 x 53 piles, use 2-inch thick tip plates.

	Elevation Bottom Ftg.	Average Tip Elev.	Penetration	Encasement	Order Length
Br. 16057					
Bents 1 & 4	18	-18	36'	1'	42'
2 & 3	6	-18	24'	8'	36'
Br. 16056					
Bents 1	20	-25	45'	1	50'
2	4	-24	28'	8	40'
3	4	-22	26'	8	38'
4	20	-20	40'	1	46'

Subject to economic analysis of the various pile types listed and availability of material at time of construction, HP 10 x 42 Steel H piles are recommended for both structures, fitted with 1 1/2-inch steel tip plates at Bridge 16056 but not at Bridge 16057.

Group pile load reduction is not required at this site.

Interior Bent Pile Encasement

Encasement of interior bent piles to an elevation below streambed may require cofferdam construction around the bents, depending on water level at time of construction. No unusual problems are expected in this work.

JD:smd/dh

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
G. G. Swenson

RECEIVED
JAN 23 1975
ROAD DESIGN

Portland, Oregon
March 3, 1971

Mr. Frank L. Hall
Design Engineer
Salem

Marine Drive Relocation
Columbia River Bridge
I-205

Transmitted is a request from Multnomah County that a minimum elevation of 25 feet be maintained for the relocated Marine Drive. They would not have any objections to putting Marine Drive behind the proposed dike at the south end of the Columbia River Bridge if this was desirable.

R. L. Schroeder
Metropolitan Engineer

by

SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: Ivan Merchant
K. D. Limbocker

NOTED
K D. LIMBOCKER

NOTED
JON ROSE

NOTED ON

NOTED
E. L. HARDT

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

March 1, 1971

Mr. J. H. Versteeg
Assistant Metropolitan Engineer
Metropolitan Section, O.S.H.D.
5821 N. E. Glisan St.
Portland, Oregon 97213

RE: Relocation of Marine Drive, nr.
I-205 Columbia Riv er Bridge

Dear Sir:

This will confirm our conversation where I expressed the County's desire to maintain a minimum elevation of 25 feet for Marine Drive.

The County does not have any objection, however, to relocating the portion of Marine Drive under the new bridge, inside the new diking system.

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

By Tor Lyshaug
Tor Lyshaug
Construction Engineer

TL:ct

METROPOLITAN ENGINEER
RECEIVED
MAR 3 1971
ME AME AME MOE MDE MIE

RECEIVED
JAN 29 1971
FOR FILING

FORM E-20 (REV. 10-69)

Comet
R/W
E&PF

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 27, 1971

To: Memo To The Files

SUBJECT: Relocated Marine Drive
I-205 Freeway

Tor Lyshaug, Construction Engineer for Multnomah County, has requested a 56 foot curb to curb width on the relocated Marine Drive Section. The present plans have the present Marine Drive passing under I-205 Freeway near Station 84.

Robert L. Schroeder
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

CC: Tor Lyshaug
A. D. Olson
K. D. Limbocker

SP 52475-734

/8520

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

January 6, 1971

Robert Nordlander,
Director of Public Works
Multnomah County
2115 S. E. Morrison
Portland, Oregon

Re: Relocated Marine Drive
I-205

Dear Mr. Nordlander:

Based on the Port of Portland's master plan for the Portland International Airport, relocated Marine Drive would cross under I-205 at Station 84+00. The profile for I-205 structure is controlled by the flight pattern from the north runway at this point. Considering super rate, structural depth, etc. as the control, the finished grade of Marine Drive would be at elevation 19.0. We are on the same datum plane as the County in this area.

Please advise if elevation 19.0 as a finished grade for Marine Drive is satisfactory. If not, Marine Drive could be moved northerly to obtain a higher elevation. This would conflict with the Port's plans for the relocated south channel for the Columbia River.

Our consulting firm for the Columbia River Bridge needs this information if a decision can be made.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

NOTED
E. L. HARDT

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: F. B. Klaboe
Ivan D. Merchant
Frank Hall
Jack Stiller, Port of Portland

NOTED
R. L. SCHROEDER

NOTED
JON ROSE

.8521 Milton Ditch-Walla Walla R. '77
. (Milton-Freewater) Sec.
. (Grad., pav. & structure)

Q & A 5758 7-28-76

OREGON STATE HIGHWAY DIVISION

FORM 61-734-1180

HIGHWAY DIVISION INVOICE NO. 129348

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-18-80	CC 2041		530-1045-297

UMATCTY

- Umatilla County Department of Public Works
- P.O. Box 1427
- Pendleton, OR 97801
- Attn: Carlos Vanelsberg, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Milton Ditch - Walla Walla River (Milton-Freewater) Section FAS B586 (formally 30-116)			
RS-30-116(1)			
County Share of Construction Costs			$ 19,791.38
County Advance Deposit			19,400.00
Final Billing TOTAL			$ 391.38

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-5-80	CC 2041	

CREDIT DISTRIBUTION

530-1043-297
530-1045-297
530-1923-297

BILL TO: Code:

Umatilla County Department of Public Works
P.O. Box 1427
Pendleton, Oregon 97801
Attn: Mr. Carlos VanElsberg, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Milton Ditch - Walla Walla River (Milton-Freewater) Section FAS B586 (formerly 30-116) RS-30-116(1) County Share of Construction Costs County Advance Deposit			$ 19,791.38 19,400.00
(Please send a copy of the itemized statement with billing)			
		Amount Due	$ 391.38

Advance Deposit Amount	$ 19,400.00
Advance Deposit Previously Transferred to Highway Fund	$ 14,400.00
Balance	$ 5,000.00
Transfer to Highway Fund	$ 5,000.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1727

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6/5/80

COUNTY Umatilla **Contract No.** 8521 **Date Completed** 9-23-77

PROJECT # B568 **Section** Milton Ditch-Walla Walla River (Milton-Freewater)

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Archeological Salvage	(Federal Participation)	$ 489.20
Payment to Contractor		$236,646.16
Relocate Powerlines (Local Forces)		1,515.09
Lower 8-inch water line (Local Forces)		969.00
Engineering		27,928.31
Audit		80.82
TOTAL	(Federal Participation)	$267,628.58
Engineering	(Non Participation)	$ 359.75
Payment to Contractor		430.00
		$ 789.75
Federal Funds Collected		$229,625.32

County's Share of Costs:

1/2 ($267,628.58 - $229,625.32) + $789.75 = $19,791.38

County's Share of Costs	$19,791.38
County's Advance Deposit	19,400.00
AMOUNT YET DUE STATE	$ 391.38

Reference: Billing Form CC 2041

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREE...

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
					- 1923 1048 530 - 1045	
	Milton Ditch-Walla Walla River (Milton-Freewater) Bridge Section Umatilla County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 24,161.44	State
	Type Code Y070					
	Archeological Salvage	All Required			489.20	
	Construction					
	Type Code X081					
	Milton-Freewater Bridge #10724A (Sta. 10+50 To Sta. 15+50)					
	Final Contract Payment Summary	All Required			228,677.16	
SFO	91 Relocate Power Line - City Forces	Lump Sum			1,615.09	
SFO	92 Lower 8-inch Watermain-City Forces	Lump Sum			969.00	
	Total Type Code X081				$231,061.25	
	Type Code Y007					
	Irrigation Pipes (Sta. 3+19.3 To Sta 3+27)					
	Final Contract Payment Summary	Lump Sum			8,069.00	
	Construction Engineering					
	State	All Required			27,928.31	
	X081 $26,978.75					
	X007 949.56					
	Misc. Project Costs					
	Audit Type Code X081	All Required			80.82	
	Total Participating Costs				$291,790.02	
	Nonparticipating Items					
	Type Code X081	All Required			430.00	
	Construction Engineering	All Required			326.66	
	Total Nonparticipating Costs				$ 756.66	
	TOTAL PROJECT COSTS				$292,546.68	
	Prepared based on participating costs shown on Federal Billing as of 3/20/80.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-30-116(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 2-13-76 To: 3-16-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$292,546.68	$291,790.02	85.80%	$250,355.84	$250,355.84	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		3-28-80 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY — MARCH 1980 — PAGE 641

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	529 1967	914	00 P 1			78.64
	529 1967	918	00 P 1			30.45
	529 1967	920	00 P 1			152.54
	529 1967	921	00 P 1			1,[illegible]1.22
	529 1967	922	00 P 1			125.82
	529 1967	923	00 P 1	281.20CR		3,[illegible]1.30
	529 1967	925	00 P 1			597.10
		TOT	P1	281.20CR		32,[illegible]4.28
		** JOB TOTALS **		281.20CR**	**	32,504.28 **

WALLA WALLA RIV BR (MILT-FRWT CONT NO — FA PROJ NOS RS 311601 100 — STATE

530	1923	206	00 N 9			20,592.00CR
530	1923	208	00 N 9			20,592.00
530	1923	901	00 P 1			4,411.89
530	1923	904	00 P 1	Archa. Study		409.20
530	1923	905	00 P 1			3,100.02
530	1923	906	00 P 1			9,446.30
530	1923	909	00 P 1			366.74
530	1923	910	00 P 1			102.64
530	1923	912	00 P 1			17.49
530	1923	914	00 P 1	100.94CR	100.94CR	202.86
530	1923	918	00 P 1			2,031.52
530	1923	920	00 P 1			136.10
530	1923	921	00 P 1			1,314.13
530	1923	923	00 P 1			1,016.21
530	1923	925	00 P 1			2,015.84
		TOT	P1	100.94CR	100.94CR	24,[illegible]50.64
		** JOB TOTALS **		100.94CR**	100.94CR**	24,650.64 **

[illegible] — CONT NO [illegible] X FA PROJ NOS RS 571001 100 — STATE

530	1929	206	00 N 9			15,670.47CR
[illegible]	[illegible]	[illegible]	00 N 9			15,6[illegible]0.47
[illegible]	[illegible]	[illegible]	00 P 1			8,6[illegible]1.39
[illegible]	[illegible]	[illegible]	00 N 1			45.24
[illegible]	[illegible]	[illegible]	00 P 1			2,412.[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			4,614.10
[illegible]	[illegible]	[illegible]	00 P 1			.50
[illegible]	[illegible]	[illegible]	00 P 1			79.[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			602.[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			165.[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			43.64
[illegible]	[illegible]	[illegible]	00 P 1			61.[illegible]
[illegible]	[illegible]	[illegible]	00 P 1			667.[illegible]
530	1929	925	00 P 1			18,217.33
		TOT	P1			45.24
		TOT	ML			[illegible]
		** JOB TOTALS **		**	**	18,[illegible]1.07 **

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	530 1035	950 00	P 1			845.36	78	79
		TOT 00				17.62CR		
		TOT P1		278.24	366.47	109,608.27		
		TOT N1		278.24CR	9,875.41	120.27		
		** JOB TOTALS **		**	10,241.88 **	109,710.92 **		
N FORK COLD SPRINGS BR SECT CONT NO		FA PROJ NOS RS 011001 100					STATE	
	530 1041	201 00	P 1			56,061.70	77	77
	530 1041	206 00	N 1			3.17	77	77
	530 1041	240 01	P 1			2,635.09	78	78
	530 1041	240 01	N 1			14.20	78	78
	530 1041	296 00	N 9			62,177.69CR	77	79
	530 1041	297 00	N 9			4,848.37	77	79
	530 1041	298 00	N 9			57,329.32	77	79
	530 1041	900 00	P 1		.53	8,067.39	76	80
	530 1041	900 00	N 1		.53CR	94.75	77	80
	530 1041	915 00	P 1			156.58	78	79
	530 1041	921 00	P 1			80.00CR	76	77
		TOT P1			.53	66,840.76		
		TOT N1			.53CR	112.12		
		** JOB TOTALS **		**	**	66,952.88 **		
WALLA WALLA RIV BR FAS 30-116 CONT NO		8 FA PROJ NOS RS 311601 100					STATE	
	530 1043	285 01	P 1			1,515.09	78	78
	530 1043	285 02	P 1			969.00	77	77
	530 1043	286 01	P 1		13.75CR		77	80
	530 1043	296 00	N 9	86.60CR	91.13CR	2,702.62CR	78	80
	530 1043	298 00	N 9	86.60	91.13	2,702.62	78	80
	530 1043	900 00	P 1		114.69	585.00	77	80
	530 1043	900 00	N 1	33.09	33.09	163.75	77	80
	530 1043	915 00	P 1			80.82	77	78
		TOT P1			100.94	3,149.91		
		TOT N1		33.09	33.09	163.75		
		** JOB TOTALS **		33.09 **	134.03 **	3,313.66 **		
MILTON DITCH WALLA WALLA RIV CONT NO 8521		8 FA PROJ NOS RS 311601 100					STATE	
	530 1045	201 00	P 1			236,646.16	77	78
	530 1045	201 00	N 1			430.00	77	77
	530 1045	296 00	N 9			240,902.97CR	77	79
	530 1045	297 00	N 9			14,400.00	77	77
	530 1045	298 00	N 9			226,502.97	77	79
	530 1045	900 00	P 1			27,343.31	77	78
	530 1045	900 00	N 1			196.00	77	78
		TOT P1				263,989.47		
		TOT N1				626.00		
		** JOB TOTALS **		**	**	264,615.47 **		

TOTAL TO DATE JOB COST SUMMARY — APRIL 1980 — PAGE 214

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	530 1035	950	00 P 1			845.36	78	79
		TOT	00			17.62CR		
		TOT	P1	278.24	366.47	109,608.27		
		TOT	N1	278.24CR	9,875.41	120.27		
		** JOB TOTALS **		**	10,241.88 **	109,710.92 **		
N FORK COLD SPRINGS BR SECT	CONT NO	FA PROJ NOS RS	011001 100				STATE	
	530 1041	201	00 P 1			56,061.70	77	77
	530 1041	206	00 N 1			3.17	77	77
	530 1041	240	01 P 1			2,635.09	78	78
	530 1041	240	01 N 1			14.20	78	78
	530 1041	296	00 N 9			62,177.69CR	77	79
	530 1041	297	00 N 9			4,848.37	77	79
	530 1041	298	00 N 9			57,329.32	77	79
	530 1041	900	00 P 1		.53	8,067.39	76	80
	530 1041	900	00 N 1		.53CR	94.75	77	80
	530 1041	915	00 P 1			76.58	78	79
	530 1041	921	00 P 1			80.00CR	76	77
		TOT	P1		.53	10,[illegible]76		
		TOT	N1		.53	112.12		
		** JOB TOTALS **		**	**	66,25[illegible].88 **		
WALLA WALLA RIV BR FAS 30-116 CONT NO	8	FA PROJ NOS RS	311601 100				STATE	
	530 1043	285	01 P 1	Power line = City		1,515.09	78	78
	530 1043	285	02 P 1	Water line = City		969.00	77	77
	530 1043	286	01 P 1		13.75CR		77	80
	530 1043	296	00 N 9	86.60CR	91.13CR	2,702.62CR	78	80
	530 1043	298	00 N 9	86.60	91.13	2,702.62	78	80
	530 1043	900	00 P 1		114.69	585.00	77	80
	530 1043	900	00 N 1	33.09	33.09	163.75	77	80
	530 1043	915	00 P 1	Audit		80.82	77	78
		TOT	P1		100.94	3,149.91		
		TOT	N1	33.09	33.09	163.75		
		** JOB TOTALS **		33.09 **	134.03 **	3,313.66 **		
M ON DITCH WALLA WALLA RIV	CONT NO 8521	8 FA PROJ NOS RS	311601 100				STATE	
	530 1045	201	00 P 1			236,646.16	77	78
	530 1045	201	00 N 1			430.00	77	77
	530 1045	296	00 N 9			240,902.97CR	77	79
	530 1045	297	00 N 9			14,400.00	77	79
	530 1045	298	00 N 9			226,502.97	77	79
	530 1045	900	00 P 1			27,343.31	77	78
	530 1045	900	00 N 1			196.00	77	78
		TOT	P1			263,989.47		
		TOT	N1			626.00		
		** JOB TOTALS **		**	**	264,615.47 **		

196.00 / 163.75 / 359

27,343.31 / 505.00 / 27,838.31

8521

March 8, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On March 6, 1978, we wrote to you concerning release of final payment on Contract No. 8521 awarded to Ross Bros. Construction, Inc. for work on the Milton Ditch-Walla Walla River (Milton-Freewater) Section of FAS 8568 in Umatilla County.

Final payment on this contract is $8,172.73 and the total contract amount is $237,076.16. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

8521

No. Final

8

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Milton Ditch-Walla Walla River (Milton Freewater)		WEEK ENDING: 22 October 1977
		SECTION PREFIX: 530-1045
HIGHWAY: FAS B 568		COUNTY: Umatilla
NAME OF JOB: Milton Ditch-Walla Walla River(Milton Freewater)	KIND OF WORK: Grade, Pave & Structures.	
CONTRACTOR: Ross Bros. Construction Inc.	CONTRACT NUMBER: 8521	FEDERAL AID PROJECT NUMBER: RS-30-116(1)
DATE OF CONTRACT: May 10, 1977	DATE WORK STARTED: June 1, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 126
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 70
PROJECT AUTHORIZATION: $277,394.90		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $255,382.97	ENGINEERING AUTHORIZATION $22,011.93	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $243,435.07 ~~$255,382.97~~	ENGINEERING COST TO DATE $23,887.02	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 108.5%	DATE PROJECT WAS COMPLETED: 9/23/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10724-A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Oct. 16		0		
MONDAY 17		0		
TUESDAY 18		0		
WEDNESDAY 19		0		
THURSDAY 20		0		
FRIDAY 21		0		
SATURDAY 22		0		

Routing

Keasey K — Richards

Bond — Glenn

Jackmond — Berg

Hopkins — Church

Johnsen — Gebauer

Inloes — Widmer

RECEIVED
OCT 25 1977
CONSTRUCTION
SECTION

No.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 23 September 1977.

Semi-final submitted 17 October 1977.

SIGNED WC Ferguson LOCATION

WC Ferguson, Resident Engineer Pendleton.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8521

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-193.		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER	5 2 - 7 7	Project Number RS-30-116(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 20 , 19 76 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,000.00	$ 301,367.00
Federal funds	$ 17,148.00	$ 235,636.00
Other revisions		

This modification is made for the following reasons:

To add construction to the project

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of May , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For; G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 17, 1977

Federal Aid Project
No. RS-30-116(1)

Milton Ditch-Walla Walla River
(Milton-Freewater) Bridge Section
County Road B568
Umatilla County

Project agreement estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 24,000.00
Type Code X081			
Milton-Freewater Bridge #10724A (Sta. 10+50 to Sta. 15+50)			
Mobilization	All Required		$ 14,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	285 Sq. Ft.	5.00	1,425.00
Temporary Barricades	9 Only	100.00	900.00
Temporary Continuou Rail Traffic Barrier Reflectorized	75 Lin. Ft.	6.00	450.00
Flagmen	160 Hour	3.00	480.00
Temporary Guard Rail, Type 2A Reflectorized	200 Lin. Ft.	5.00	1,000.00
Clearing and Grubbing	All Required		1,500.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	1,770 Cu. Yd.	2.60	4,602.00
Granular Embankment	960 Cu. Yd.	5.00	4,800.00
Toe Trench Excavation	300 Cu. Yd.	3.00	900.00
Trench Excavation	125 Cu. Yd.	3.00	375.00
Finishing Roadbed and Slopes	All Required		500.00
Watering	50 M-Gal	15.00	750.00
Aggregate Base	1,600 Ton	6.00	9,600.00
Class "C" Asphalt Concrete	490 Ton	21.00	10,290.00
24-inch Culvert Pipe	190 Lin. Ft.	12.00	2,280.00
36-inch Culvert Pipe	6 Lin. Ft.	25.00	150.00
18-inch Irrigation Pipe	80 Lin. Ft.	18.00	1,440.00
Concrete Manholes	1 Only	800.00	800.00
Special Manholes with Grate	1 Only	600.00	600.00
Outfall Structures with Flapgate	1 Only	2,200.00	2,200.00
Trash Racks	1 Only	1,000.00	1,000.00
Extra for Asphalt Approaches	5 Only	60.00	300.00
Loose Riprap, Class 700	710 Cu. Yd.	10.00	7,100.00
Filter Blanket	245 Cu. Yd.	9.00	2,205.00
Bridge Relocation and Removal Work	All Required		22,000.00
Structure Excavation	100 Cu. Yd.	8.00	800.00
Furnish Pile Driving Equipment	All Required		9,000.00
Furnish HP 10x42 Steel Piling	1,190 Lin. Ft.	6.60	7,854.00
Drive Steel Piles	1,090 Lin. Ft.	1.00	1,090.00

Structural Concrete, Clall 3300 (120 Cu. Yd.)	All Required		19,800.00
4'x30'/35' Prestressed Slabs	20 Only	1,330.00	26,600.00
4'x85'/90' Prestressed Box Beams	10 Only	5,650.00	56,500.00
Reinforcement (12,200 lbs.)	All Required		3,660.00
Structural Steel (5,500 lbs.)	All Required		3,400.00
Two Tube Aluminum Railing	314 Lin. Ft.	25.00	7,850.00
			$232,301.00
Anticipated Items			
Temporary, Permanent, Removal, Striping	All Required		$ 600.00
Milton-Freewater Light & Power Co.	All Required		3,100.00
Work by City of Milton-Freewater (water)	All Required		969.00
Seeding and Mulching	All Required		500.00
Steel Stringer Removal Credit	All Required		(200.00)
			$4,969.00
	Subtotal		$237,270.00
	Engineering		32,031.00
	TOTAL		$269,301.00
Type Code Y007			
Irrigation Pipes (Sta. 3+19.3 to Sta. 3+27)			
Concrete in Headwall	8 Cu. Yd.	300.00	$2,400.00
Reinforcement in Headwalls	820 lbs.	0.60	492.00
36-inch Arch Type Irrigation Pipe	118 Lin. Ft.	30.00	3,540.00
CL-4R (Mod.) Chain Link Fence	15 Lin. Ft.	30.00	450.00
Concrete Walks	9 Sq. Yd.	25.00	225.00
	Subtotal		$7,107.00
	Engineering		959.00
	TOTAL		$8,066.00

Length of Project 0.096 mile

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 24,000	$ 18,765	$ 5,235	$ - -
M-F Bridge	269,301	210,565	29,368	29,368
Irrigation Pipes	8,066	6,306	880	880
TOTAL	$301,367	$235,636	$35,483	$30,248

Group 1 100%
Contract No. 8521
Prefix 530-1045
Prefix 530-1923

Milton Ditch-Walla Walla
River (Milton-Freewater) Bridge Ditch
County Road FAS-C B568

Estimated cost to salvage 6 steel stringers in approach span #1

(w 24 wF 94 or w 24 wf 84 x aprox. 40' long)

Crane and Operator	2 hr. at 60.00	$120
Laborers	2 hr. at 17.50	35
	Est. Cost	$155
	+OH+P 15%	24
	+E+C 13%	23
		$202

Say $200 (City of Walla Walla)

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 9-82	FEDERAL-AID PROJECT AGREEMENT 9-20-76	County: Umatilla
		Project No.: RS-30-116(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S.E. 15th Ave. at Milton Ditch & Walla Walla Riv. Br. (Milton-Freewater)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-13-76	0.032
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.74%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,000	$ 17,148

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Acting Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 20 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, September 9, 1976

Federal-Aid Project
No. RS-30-116(1)

Walla Walla River (Milton-Freewater) Bridge Section
S.E. 15th Ave. County Road in Umatilla County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$20,000.00
	Total	$20,000.00
Length of Project - - - - - - - - - - - -	0.032 Mile	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 20,000.00	$ 17,148.00	$ 2,852.00	$ --
Retain in P.S. & E.				
Contract Work	290,000.00	248,640.00	20,680.00	20,680.00
Total	$310,000.00	$265,788.00	$23,532.00	$20,680.00

Group 1 100%

Prefix No. 530-1923

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 15, 1977

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. W. C. Ferguson
Resident Engineer

SUBJECT:
Milton Ditch-Walla Walla
River Bridge
Contract 8521

FHS

This confirms our telephone conversation of June 14, 1977 concerning substitution of H-Pile Point BP-75750 for the pile tip detailed on contract plans for the Milton Ditch-Walla Walla River Bridge.

Permission is granted to use H-Pile Point BP-75750 with the stipulation that a suitable price agreement is to be negotiated.

TEB:smd

Enclosure

cc W. E. Schwartz
George Hopkins
FHWA

PROJECT MANAGEMENT

JUN 15 '77

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

N

NOTED

B A

9521

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
BP-67109-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Umatilla County
13d of Commerce Courthouse
Pendleton, Ore. 97801
Attention of Mr. Carlos Van Elsberg
Co. Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1727

Date May 23, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $19,400.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Walla Walla River (Milton-Freewater) Bridge Section FAS B-586 (formerly 30-116) Covered by agreement dated Sept. 24, 1975	14,400.00	
		To be retained		5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 19,400

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

530-1045-297

Submitted by:

Harold Reynoldson

Approved:

Regional Engineer

Approved:

George Hankins

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8521

~~Apr 29~~
Letter 6

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

1 December 1976

A PERMIT TO Place Fill Material in the Walla Walla River and Milton Ditch for Replacement of Existing Bridge and Milton Ditch Culvert

AT Walla Walla River, Milton, Oregon, S.E. 15th St.

HAS BEEN ISSUED TO Oregon Department of Transport. **ON** 1 December 19 76

ADDRESS OF PERMITTEE State Highway Division
212 State Highway Bldg.
Salem, OR 97310

PERMIT NUMBER 071-OYC-4-000344-76-57

C. J. ALLAIRE
Colonel, CE
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

Orig. permit, copy sticker: Gen. Files

Copy permit & sticker: Keasey, Ellison, Versteeg, Terpin, Schwartz

Orig. sticker, cpy permit: Cecil Head: Please mail sticker to Resident Engineer with signed copy of contract when let.

Contract
8521

8521

Appr 28
letting

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

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DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

1 December 1976

NPW NO: 071-OYC-4-000344-76-57

Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem, OR 97310

Gentlemen:

The inclosed permit authorizes you to place fill material in the Walla Walla River and Milton ditch for replacement of an existing bridge and Milton ditch culvert. The permit should be recorded in accordance with General Condition t. and filed in an appropriate location for future reference. The yellow Notice of Authorization should be posted at the project site.

Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

2 Incls
1. Permit
2. Notice of Authorization

C. J. ALLAIRE
Colonel, CE
District Engineer

RECEIVED
6 [illegible]
LOCATION
SECTION

Application No. 071-OYC-4-000344-76-57

Name of Applicant Oregon Department of Transportation

Effective Date 1 DEC 1976

Expiration Date (If applicable) _____

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 29 September 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill material in the Walla Walla River and Milton ditch for replacement of existing bridge and Milton ditch culvert. Approx. 100 cubic yards of riprap will be used for bridge replacement and approx. 200 cubic yards of fill will be required for the temporary detour upstream of the new bridge. In addition, approx. 75 cubic yards of fill will be required for culvert replacement.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Walla Walla River, tributary of the Columbia River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at Milton, Oregon. Bridge location is on S.E. 15th St. Milton ditch culvert is located under S.E. 15th St, approx. 1,000 feet west of the Walla Walla River

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks): entitled: Milton Ditch-Walla Walla River
(Milton-Freewater) Sec.
FAS 30-116 (S.E. 15th Ave.)
Umatilla County
071-OYC-4-000344 Sheets 1 of 3 through 3 of 3

subject to the following conditions:

1. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at ... advance of the time of commencement ... one week, resuming ...

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before the 15th day of December, 1977, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 15th day of December, 1979 (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be~~ subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee ~~from~~ taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored ~~thereto~~ from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a~~ conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as ~~authorized~~ herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed~~ under this permit for _____ years from the date of issuance of the permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. Any riprap disturbed by the bridge detour or new bridge construction must be repaired and tied uniformly to the existing levee riprap.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

✓ Frank E. Hopkins — ✓ 11-29-76

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

C. J. Allin — 1 DEC 1976

DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS — DATE

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

YAZOO RIVER BASIN

INDEX OF SHEETS	
	DESCRIPTION

MILTON DITCH-WALLA WALLA RIVER (MILTON-FREEWATER) SEC. FAS 30-116(SE 15TH AVE) UMATILLA COUNTY — 10 OREGON — 1 / 3

STATE OF OREGON

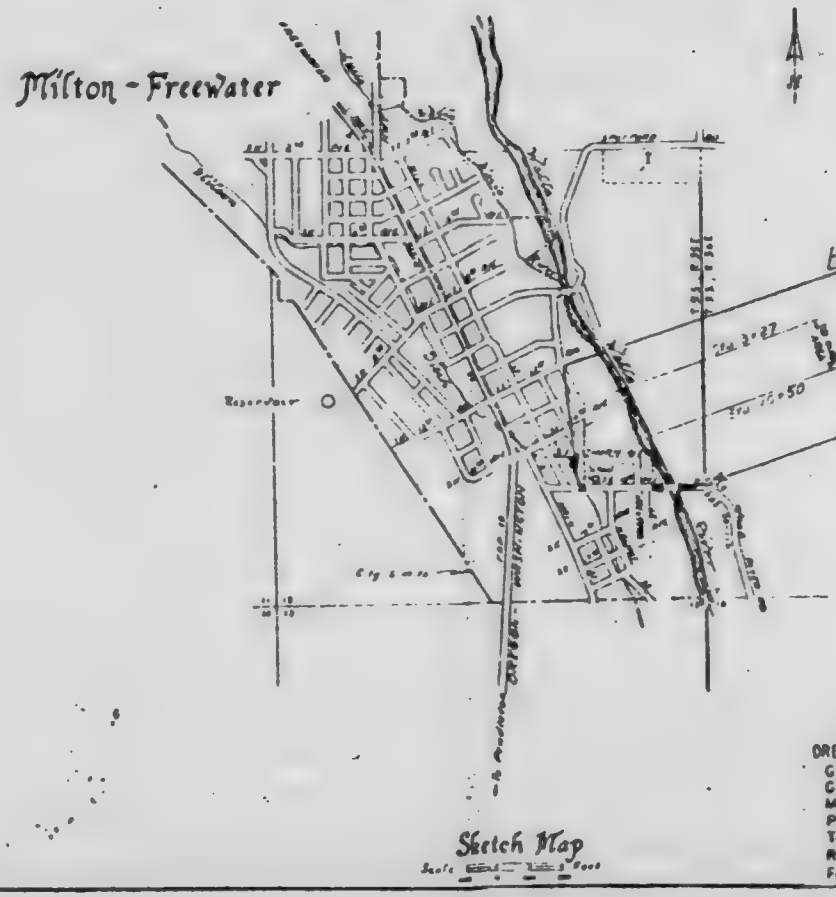
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MILTON DITCH—WALLA WALLA RIVER (MILTON-FREEWATER) SEC.

FAS 30-116(S.E. 15TH AVE)

UMATILLA COUNTY



H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — DEPUTY STATE HIGHWAY ENGINEER

071-0YC-4-000344

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Bugge	DIRECTOR OF TRANSPORTATION
Fred B. Kiaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

Sec 12, T 5N, R 35E, W.M.
MILTON-FREEWATER

MILTON DITCH-WALLA WALLA RIVER
(MILTON-FREEWATER) SEC
FAS 50-1(10)(SE 15TH AVE)

U71-0YC-4-000344

1) Sta 3+19.3
Remove Exty Conc Structures
Inst 2-30" Arch Type Irrigation Pipes-39' Each
Const headwalls, Lt & Rt
Const Cl. 4 R (Modified) Fence-15'
Drg No 2117
(For Details See Drg No 3/4CB
Aggregate Base Backfill-114 Tons
Tr Exc 38 C.Y.
(For Installation Details, See Sheet 2)

2) Remove West & East Approaches Of Exty Steel Truss Bridge

2A) Const Detour
Remove Detour
Move Exty Steel Truss Bridge 45' South
Const Granular Emb Detour Approaches

3) Const Structure-157'
Roadway Width-40'
For Drg Nos, See Sht 1

4) Const PC Conc Walk
(For Details, See Sheet 2 & Drg No 3/4CB)

5) Sta 15+0.0 Lt
Const Manhole
36" Conc Stl Pipe (In Pl.)
Extend-6' Lt.
Inst 24" Culv. Pipe-180'
Tr Exc 50 C.Y.
See Drg 2050 & 2050A

6) Const Apprs-5 (Total)

7) Sta 14+30 Lt
Const Spec. Dr. Manhole W/ 1ft Grate
(For Data is See Sheet 2A)

8) Const & Remove Temp Fence As Directed

9) Abandon Exty Pipes

PIPE DATA:
30" Arch Type Irrigation Pipe And 36-inch Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 075" Thick Or Galv Iron Or Steel, 064" Thick) Uncoated Pipe With Watertight Joints On 30" Arch Type Pipe.
24" Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, .060" Thick Or Galv Iron Or Steel, 0.064" Thick Uncoated Pipe.

No Work Area
723'

DETOUR

SE 15th Ave

WILKENSON ST.

WALLA WALLA RIVER

MILTON

BEGINNING OF PROJECT
STA 14+25

END OF PROJECT
STA 15+50

DETOUR

Match Exty Pavt

Subgrade

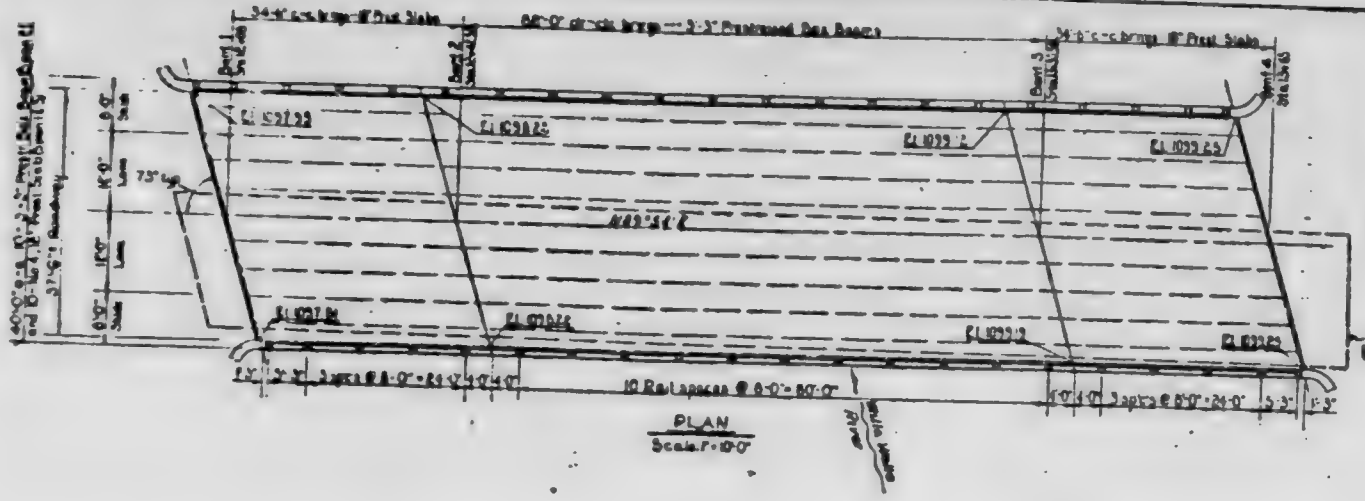
Ground Line @ E

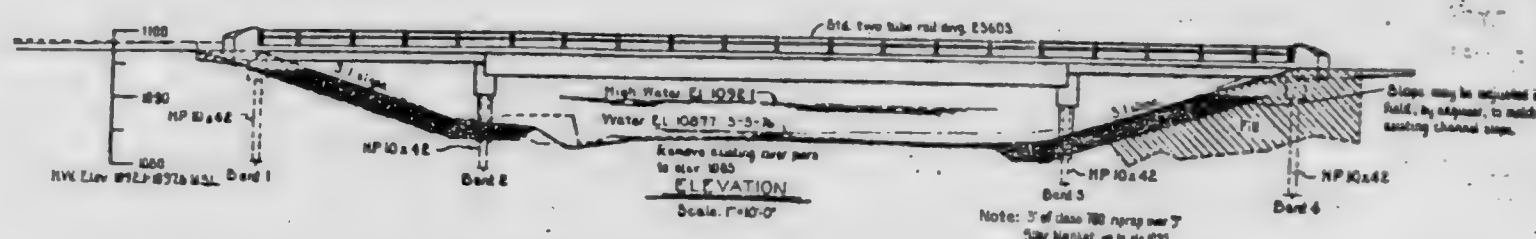
Granular Emb. 368 (Detour)

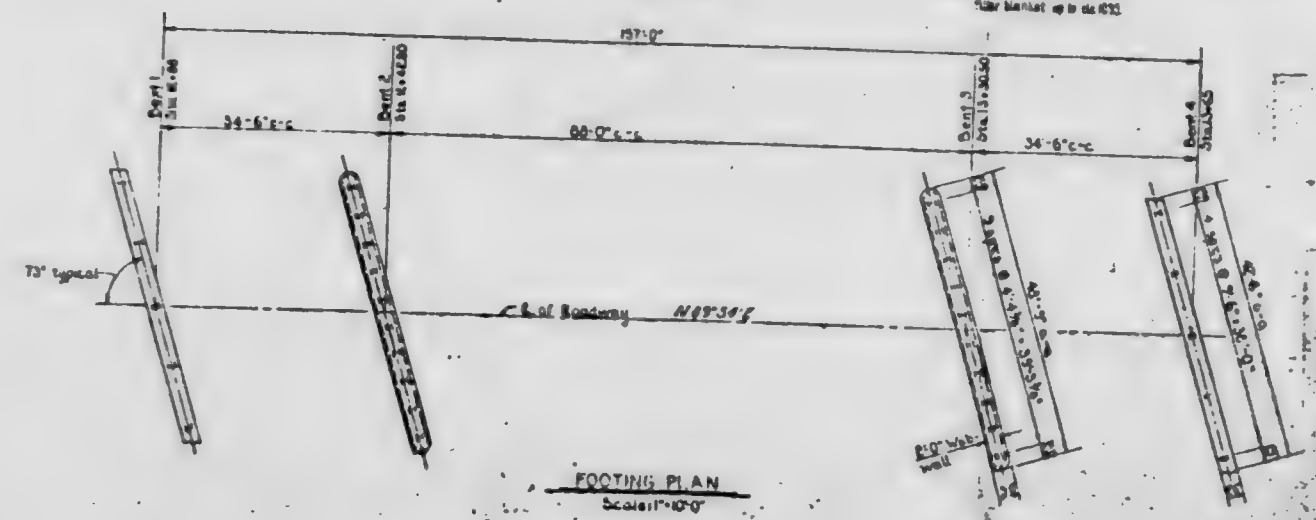
Emb. 107

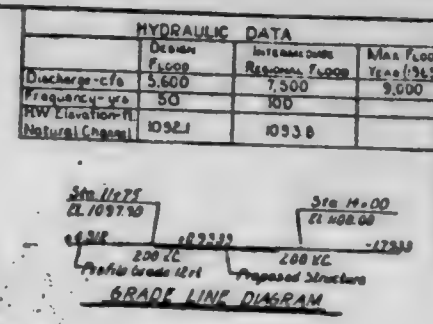
Ground Line @ C

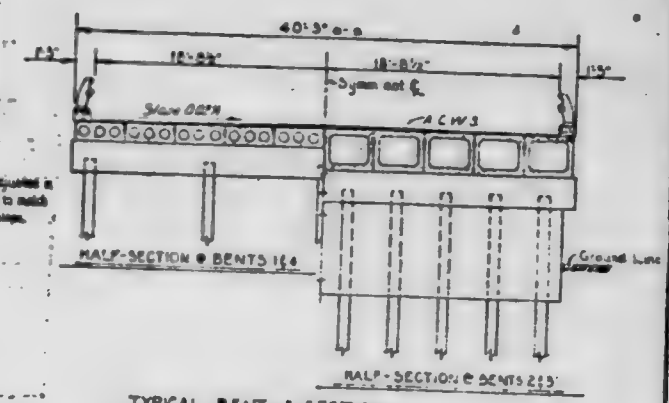
HYDRAULIC DATA			
	Design Flood	Intermediate Regional Flood	Max Flood Year (1965)
Discharge-cfs	5,600	7,500	9,000
Frequency-yrs	50	100	
HW Elevation-ft Natural Channel	1092.1	1093.8	

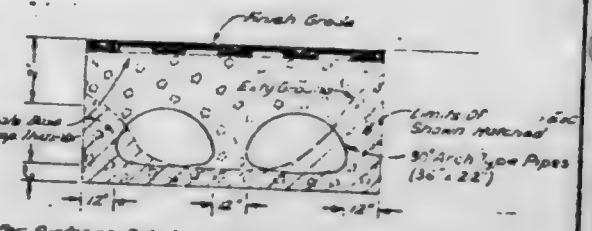












(For Surfacing Details Not Shown, See Section Above)

INSTALLATION DETAILS FOR 30" ARCH TYPE PIPES
STA 1+19.30

	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
	WALLA WALLA RIVER (MILTON-FREEWATER) BRIDGE
	STR. ROAD FAS 30-16 UMATILLA COUNTY
	PLAN & ELEVATION
	DRAWING NO. 31591

071-0YC-4-000344

8521

May 3, 1977

Umatilla County Board of
Commissioners
Courthouse
Pendleton, OR 97801

Attention Mr. Carlos Van Elsberg
Roadmaster

Gentlemen:

On April 28, 1977 a satisfactory bid was received from Ross Bros. Construction, Inc., Salem, OR 97303 for the Milton Ditch-Walla Walla River (Milton-Freewater) Section, FAS ~~B568~~ 3581.

The anticipated construction cost based on their bid is as follows:

Bid Items	$239,408.00
Permanent Striping	200.00
Temporary Striping	200.00
Milton-Freewater Light & Power	3,100.00
Milton-Freewater Water	969.00
Remove Pavement Striping	200.00
Seeding & Mulching	500.00
4-1/2% Contingencies	11,005.97
9% Engineering	22,011.93
Credit for Rock	-200.00
ESTIMATED TOTAL COST	$277,394.90

County's Advance Deposit: 238,560

7% of $277,394.90 = $19,417.64, or say $19,400.00.

Please make your check in the amount of $19,400.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, P. O. Box 850, La Grande, OR 97850, prior to May 27, 1977.

Very truly yours,

Robert H. Prange
Local Government Programs Unit

HR:ljt

bc w/att: Roger Lang - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-283 and submit to Finance Branch.

AD 283

NOTED
M..INOR C. HOLMES

8521

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-6-77

FEDERAL AID PROJECT NO.	RS-30-116 (1)
STATE PROJECT NO.	See below
COUNTY NAME	Umatilla
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-87

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-13-76	4-6-77	Secondary 30-116	County Road

GENERAL LOCATION:

"Walla Walla River (Milton-Freewater) Bridge Section"

GENERAL DESCRIPTION OF WORK:

One structure (Code X080 miles 0.032)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 4, 1977, letter, I accept the certification of Mr. H. Brainerd dated 3-29-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	S. K. Hanson	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8521

Form FHWA 1321 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 31, 1977

In reply refer to: 1041A.5

RS-30-116(1)
SUBJECT: Walla Walla River (Milton-Freewater) Bridge
15th Ave., FAS-C 30-16
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Attn: W. HART, Bridge Engineer

We agree that it is in the public interest to salvage the 90-foot steel pony truss from this structure for reuse by Umatilla County.

NOTED
E. S. HUNTER

for G. L. Green

RECEIVED
STATE HWY ENGR
APR 4'77
REFER TO
Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Julian Schwartz

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8521 **LETTER OF APPROVAL AND/OR AUTHORIZATION** 3-31-77

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. Various

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. --

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR
INFO | INIT. | R/C | DIR | SEC | AC | FILE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-7-77	----	-----

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Program change - add archeology studies.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Archeology studies

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-23-77 letter, I approve the program change adding archeology studies to the projects as shown below and you are authorized to proceed with those studies for the costs shown.

PROJECT	TEC	FF
U-F-79(2)	$500	$429
RS-30-116(1)	500	429
OS-0700(1)	450	351
OS-2501(1)	470	367

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-31-77	E. H. Black	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

Copies to Thompson
Ridings
Reynoldson

CONT PEL 41 3-25-77 9.18 AM

A. L. BRUMMIT

RE YOUR LETTER DATED 3-23-77 CONCERNING SPECIAL PROVISIONS FOR MILTON-FREEWATER-WALLA WALLA RIVER, PLEASE INSERT THE FOLOWING ON PAGE 21. MX THE STEEL STRINGERS OF THE WEST APPROACHES SPAN WILL REMAIN THE PRX PROPERTY OF THE CITY OF MILTON-FREEWATER AND

SHALL BE SORX STORED ON THE RIGHT OF WAY N NEARX NEA THE BRIDGE SITE.

JACK RICKER
CLD

17.

June 28 Mar 77
Loc

Versteeg
Olson
Peterson
Scott
Swenson
Savage
Trost

RECEIVED
MAR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

· WALLA - WALLA RIVER BR.
BR # 10724 A
15TH AVE - FAS - C - 30-16

ESTIMATED COST TO DISMANTLE & MATCH-MARK EXSTG. PONY TRUSS (90' SPAN).

1 - 25 TON	CRANE	8 HR @ $50.00	/HR =	$400.00
+	OPERATOR	8 HR @ $19.50	=	156.00
4 - LABORERS	- 16 HR @ $17.50		=	280
		EST. COST		$836.00
	+ CONTRACTORS	O H & P @ 15%	=	125.00
				961.00
	+ ENGR & CONT @	13%	=	125
				1086.00

SAY $1100.00 (UMATILLA COUNTY)

ESTIMATED COST TO SALVAGE 6 STEEL STRINGERS IN APPROACH SPAN # 1
(W 24 x 94 or W 24 x 84 x approx 40' long)

1	CRANE + OPERATOR -	2 HR @ $60.00	/HR =	$120.00
2	LABORERS	2 HR @ 17.50	=	35.00
		EST. COST =		155.00
	+ OH & P	15%	=	24.00
				179.00
	+ E & C @	13%	=	23.00
				202.00

ESTIMATED COST = 200.00 (CITY OF WALLA - WALLA)

BEN GIFFORD

Section MILTON DITCH - W[illegible]A WALLA R. (MILTON-FRWT) Programming Estimate $ 327,000

Highway FAS ~~30-116~~ B568 SR Project Length —

County UMATILLA Completion Time 180 cal. days

Kind of Work GRADE, PAVE, STRUCTURE

Prefix 530-1923 FA Project No. RS-30-116(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 282,997.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200.00	
Temporary Pavement Striping	200.00	
Remove Pavement Striping (Exist. & Temp.)	200.00	
Temporary Erosion Control		
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Milton-Freewater Light & Power Co.	3,100.00	
City of Milton-Freewater (Water)	969.00	
_____		
Misc. Permit Fees _____		
Seeding & Mulching	500	
		$ 5,169.00
		$ 288,166.00
Contingencies (4-1/2%)		12,967.47
Engineering (9 %)		25,934.94
~~SUBTOTAL~~		$
~~Credit for~~ _____		
Estimated Net Authorization, Construction		$327,068.41

APPROVED

_____
Road Design Engineer

O/K'd by County 3-23-77 (1)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____

Date 18 Feb 77

Section Milton Ditch - Walla Walla River (Milton-Freewater) County Umatilla

Kind Of Work Grading, Paving & Structures Length _____ Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	16,000.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,900.00
3	Temporary Signs		Sq. Ft.	285	6.00	1,710.00
4	Temporary Barricades		Each	9	100.00	900.00
5	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	7.00	525.00
½	Flagmen		Hour	160	16.50	2,640.00
1	Temporary Guard Rail, Type 2A Reflectorized		Lin. Ft.	200	7.00	1,400.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	500.00
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,500.00
	General Excavation		Cu. Yd.	1,770	4.50	7,965.00
	Granular Embankment		Cu. Yd.	960	7.25	6,960.00
	Trench Excavation		Cu. Yd.	125	12.00	1,500.00
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1,000.00
	Watering		M Gal	50	10.00	500.00
	Aggregate Base		Ton	1600	6.50	10,400.00
	Class "C" Asphalt Concrete		Ton	490	25.00	12,250.00
	Toe Trench Excavation		Cu. Yd.	300	8.00	2,400.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of _____
Date 18 Feb 77

Section Milton Ditch - Walla Walla River (Milton-Freewater) County Umatilla

Kind Of Work Grading, Paving & Structures Length _____ Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete in Headwalls		Cu. Yd.	8	200.00	1,600.00
	Reinforcement in Headwalls		Lb.	820	0.50	410.00
	24-inch Culvert Pipe		Lin. Ft.	190	24.00	4,560.00
	36-inch Culvert Pipe		Lin. Ft.	6	43.00	258.00
	18-inch Irrigation Pipe		Lin. Ft.	80	16.00	1,280.00
	36-inch Arch Type Pipe		Lin. Ft.	118	30.00	3,540.00
	Concrete Manholes		Each	1	800.00	800.00
	Special Manholes with Grate		Each	1	1,000.00	1,000.00
	Outfall Structures with Flapgate		Each	1	1,300.00	1,300.00
	Trash Racks		Each	1	550.00	550.00
	CL-4R (Mod.) Chain Link Fence		Lin. Ft.	15	8.00	120.00
	Concrete Walks		Sq. Yd.	9	20.00	180.00
	Extra for Asphalt Approaches		Each	5	125.00	625.00
	Loose Riprap, Class 700		Cu. Yd.	710	16.00	11,360.00
	Filter Blanket		Cu. Yd	245	15.00	3,675.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of _____

Date _____

Section Milton Ditch - Walla Walla River County Umatilla

Kind Of Work Grading, Paving & Structure Length _____ Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	BRIDGE NO 10724A					
	Bridge Relocation and Removal Work		Lump Sum	All	Lump Sum	30,000.00
	Structure Excavation		Cu. Yd.	100	10.00	1,000.00
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	10,000.00
	Furnish HP 10X42 Steel Piling		Lin. Ft.	1,190	9.00	10,710.00
	Drive Steel Piles		Lin. Ft.	1,090	3.00	3,270.00
	Structural Concrete, Class 3300 (120 cy @ $150)		Lump Sum	All	Lump Sum	18,000.00
	4'X30'/35' Prestressed Slabs		Each	20	1400.00	28,000.00
	4'X85'/90' Prestressed Box Beams (12,200 lb @ $0.26)		Each	10	6,160.00	61,600.00
	Reinforcement (5500 lb @ $0.63)		Lump Sum	All	Lump Sum	3,172.00
	Structural Steel		Lump Sum	All	Lump Sum	3,575.00
	Two Tube Aluminum Railing		Lin. Ft.	314	33.00	10,362.00
						282,997.00

R 31 E

COUNTY ASSESSOR'S OFFICE
PLAT MAP 1976
O. ☐ COOL. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ NE ☐ MPE ☐

H & R. Meyers
222-442

Dike Rd.

RIVER

Ease - Slopes & Dr.

160'

② 3260 a'±

① 2365 a'±

49287-A

20

10

1103.50 Elev.

P & J. Harris
329-232

Dike Rd.

FREEWATER CITY LIMITS

Ease. - Slopes

10

49287-E

1600 a'±

160'

10

S E. 15TH Ave. (Union St.)

80

1400 a'±

35'

49287-C

49287-D

5975 a'±

130' Ease - Detour

WALLA WALLA

Dike Rd.

94' Elev.

80' C.M.P.

19° 39'

56° 47'

1094 Elev.

Dike Rd.

Elev. are assumed

100 Elev.

8521

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

March 23, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Walla Walla River (Milton-Freewater) Bridge
Bridge 10724 A
15th Ave., FAS-C 30-16
Umatilla County

It is proposed to salvage for reuse by Umatilla County, the existing 90-foot steel pony truss which forms the main span of the present river crossing. The truss span is to be moved to serve as a detour during construction of the new bridge.

As near as we can determine, the bridge was built in 1929 by Umatilla County. It was reconstructed by the State in 1941, widening the trusses from 19'-6" c-c to 20'-10" c-c with a roadway width of approximately 20'-6". New floor beams were installed at that time providing a design load capacity for H-15-35 loading.

The truss is in good condition and adequate for use on the county road system.

Salvage as proposed involves only the steel members of the bridge. Wood stringers and deck system are assumed to have no useful salvage value and will be disposed of by the contractor.

We will specify that the steel truss and floor beams be dismantled, match-marked and stored on the right of way to be picked up by the County. A bid item will be included to cover this work.

We would like your concurrence that it is in the public interest to salvage this structure and make it available for use by the County.

ORIGINAL SIGNED
L. L. WALLACE

for Walter J. Hart
Bridge Engineer

cc E. S. Hunter
L. W. Rulien
L. L. Wallace
W. E. Schwartz
W. C. Ferguson

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8521

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: March 10, 1977

FROM: L. W. [redacted]
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT - ADDENDUM to
S.E. 135th (Milton Ditch) Section
FAS-C 30-116
Umatilla County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dmy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : Pat Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
3-11-77

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sup | Act | File

81-125-1387

8521

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 1, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon RS-B586
Project Assessment Addendum
S.E. 15th (Milton Ditch) Sec.
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur that there is a need for a small amount of right of way on this project. We agree that there would be no appreciable effect on the environment and that the proposed project remains a NON-MAJOR action.

G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Reg. 5, Kennedy)

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8521

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 9, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Addendum
Project Assessment
S.E. 15th (Milton Ditch)
Section
FAS-C 30-116
Umatilla County

NOTED
E. S. HUNTER

The original project assessment dated January 13, 1976, stated that no new right-of-way would be required. However, the current design of the bridge and approaches now require some minor right-of-way in the amount of 16,800 square feet, or 0.39 acre.

The proposed (strip) right-of-way would be acquired from six parcels of land involving five ownerships, and would primarily be used for permanent drainage and, scope easements, and temporary detour easements. A majority of the land involved is used for rural and city residential. The rest is vacant hillside land. This right-of-way requirement would not involve any improvements and there would be no adverse impacts.

It has been determined that the effects of the changes in right-of-way requirements on the natural and cutlural environment would not be significant. It is, therefore, recommended that the existing classification of category 3, Non-Major remain unchanged.

GAP:GR:ss

Attachment

cc: E. S. Hunter
Wendell Schwartz w/attach
Jim Kennedy w/attach

RECEIVED
STATE HWY ENGR
FEB 10 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8521

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-30-116(1)

STATE PROJECT NO.: -- See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-87

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Robin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-13-76	2-4-77	Secondary 30-116	County Road

GENERAL LOCATION:
"Walla Walla River (Milton Freewater) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility adjustment
City of Milton-Freewater Water Main
TEC $969 - FF $831.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's letter of 2-3-77, I approve the agreement with the City of Milton-Freewater consisting of State's verbal notice of conflict and the plans and estimate furnished by Mr. Preston's letter.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the appropriate FHPM. Reimbursement on a lump sum basis is approved.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-7-77	E. J. Tolbert	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-858

8521

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

February 3, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

City Water Main Adjustments
City of Milton-Freewater
Milton Ditch-Walla Walla River
(Milton-Freewater) Section
FAS 30-116 (SE 15th Ave.)
Umatilla County

Dear Mr. Green:

Here are two copies of a lump sum estimate of cost for adjusting the City's facilities, dated December 29, 1976. A certification prepared by Mr. Gerlach as to the rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of the conflict, the estimate submitted herewith, and our letter authorizing them to proceed with the work.

The State is not entitled to credit for expired service life under the provision of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the City's facil ties.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. The estimated cost to the State is $969.00.

Yours truly,

Phil G. Preston
Utility Office Engineer

PGP:dmb
Enclosures
H.S. Coulter
cc: D. E. Swan
Robert Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 3 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3122

Umatilla County
FAS-C

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 27, 1976

1/11/77
To:
Duane Christensen,
Please comply with Umatilla County's request and design the pipe through the dike.
Dick Lang

Mr. Carlos Van Elsberg
Umatilla County Roadmaster
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos:

RE: Walla Walla River (Milton-Freewater) Bridge, FAS 30-116

I am in receipt of your letter of December 23, 1976 concerning funding of a drainage facility on the above subject project.

I am forwarding copies of the letter to the appropriate Sections in the Highway Division for their consideration and evaluation. I shall contact you immediately upon any development.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

1/11/77
Talked to Dick Nichols at the FHWA today and he said this pipe would be participating. RK

RCL:sh

cc J. B. Boyd w/attach
G. N. Hopkins "
Verne Allen "
W. C. Ferguson "
Bill Cole

Hopkins
Harwood
Hiatt
Price
Ulmer
R
N

RECEIVED
DEC 28 1976
COUNTY
CITY
UNIT

Required Reply
Project Approval
For Your Information
Per Our Conversation
Return To
Please Call Me
Other

PROJECT MANAGEMENT
DEC 29 '76
REFER TO
FOR
Info
Investigate
Action
File
Signature
See Me

X

181-734-3123

UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

December 23, 1976

☐ RE ☐ RCE ☐ R&E ☐ RME
☐ ROE ☑
☐ RDE

DEC 27 1976

RECEIVED
REGIONAL OFFICE

Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Union Street Bridge - Milton-Freewater

Dear Roger:

This letter is as a result of the Oregon State Highway Division's decision to withdraw requested funding of a drainage facility connected with the replacement of the Union Street Bridge at Milton-Freewater.

It is still my wish that it be included in the designing of the project regardless of who ends up funding the facility. I also want to take this opportunity to protest the action of the State Highway Division as I feel their position regarding this portion of the project is unwarranted - their failure to recognize that an attempt to rectify an existing drainage problem is being made, that the problem exists as a result of the FAS route which this project is a part of, and that the present project on this FAS route present an opportunity to correct said problem.

There has been some suggestion that acquisition of needed right-of-way hinged on the installation of this drainage facility. Nothing could be farther from the truth! True, the problem was brought to my attention during discussions about temporary easements, but there was no promises on my part, only a consideration to investigate and recognize said problem.

In conclusion it is difficult for me to understand why this type of project is not fundable. The FAS route, as noted above, directly affects the drainage in the vicinity and the drainage is within the present project area (irrigation canal to Union Street Bridge).

Taking the above into consideration, I would like to request that you, on my behalf, ask for this item to be reinstated as a fundable portion of the project. If further explanation or input is needed from this office, please feel free to contact me.

Please keep me advised.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Roadmaster

CVE/bb

FORM 81.734-3020-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 27, 1976

FILE:

FROM: Jim Kennedy
Regional Environmentalist

TO: George Ramjoue
Project Coordinator
Environmental Section

S A L E M

SUBJECT: Addenda to Environmental Assessment
Walla Walla River (Milton-Freewater) Bridge

FAS 30-116
Umatilla Co.

The environmental assessment for the Walla Walla River Bridge at S. E. 15th Avenue, Milton-Freewater, should be revised to include the right-of-way and easements listed on the accompanying letter. The parcels involved constitute non-significant right-of-way according to the Federal Aid Highway Program Manual, 7-7-1, dated December 30, 1974. Our contention has been substantiated by the Regional Right-of-Way Supervisor, as suggested in J. B. Boyd's letter of April 10, 1975.

Please advise if additional information is needed.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 29 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

JBK/dlm
Attachments

cc: Roger Lang
cy Verne Allen
J. B. Boyd
Carlos Van Elsberg
G. N. Hopkins

PROJECT MANAGEMENT
DEC 29 '76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

December 13, 1976

FILE:

FROM: Don W. English
Acting Regional R/W Supervisor

TO: W. E. Schwartz
Regional Engineer

L A G R A N D E

SUBJECT: Project Assessment
S.E. 15th (Milton Ditch) Section
FAS-C 30-116
Umatilla County

This project involves the acquisition of 6 parcels from 5 ownerships. Two of the parcels are fee takings, 2 parcels are permanent easements for drainage and/or slopes, and 2 parcels are temporary detour easements. All of the takings are minor in nature and none will have an adverse affect on the remainder properties.

Don W. English
Acting Regional R/W Supv.

DWE/nmb

FORM 81.734-5030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 25, 1976

RE RDE RDE RDE RDE RDE RDE

JUN 28 1976

RECEIVED
REGIONAL OFFICE

FILE: Lang
Ferguson

FROM: Adele L. Egan
Right of Way Office Manager

TO: Don Earwell
County and City Engineer

SUBJECT: OPTION
Walla Walla River
(Milton-Freewater) Br.
S.E. 15th Avenue
Umatilla County

Attached you will find five original descriptions in quintuplet covering right of way to be acquired in connection with the Walla Walla River (Milton-Freewater) Section of S.E. 15th Ave. in Umatilla County. This contract is scheduled for letting on August 26, 1976.

We understand that the County is to acquire the right of way.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of June 21, 1976.

We are attaching four prints covering this area and bearing our date of June 22, 1976.

49287

File No.	Name	Area
~~42987-A~~	Hugo H. Meyers et ux.	2,365 sq.ft. P-1 3,260 sq.ft. P-2 Ease.
~~42987-B~~	City of Milton-Freewater	200 sq.ft.
~~42987-C~~	M.O. Lewis et ux.	1,400 sq.ft.
~~42987-D~~	Alfred W. Newton et ux.	5,975 sq.ft.
~~42987-E~~	Paul A. Harris et ux.	1,600 sq.ft.

AC:ka
Enc. 5 options, etc.

cc: W. E. Schwartz
Verne Allen - letter & print
Milner Mead - Auth. List
Frank Lowe - letter
Title
Armand Riveness - Exhibit

Sec. 12, T. 5 N., R. 35 E. W.M.

RIVERSIDE ADD. TO MILTON

14

CITY LIMITS

MILTON-FREEWATER

Dike Rd.

RIVER

P. & J. Harris
329-232

1st Fed. Sav. & Loan
of Pendleton
C. & E. Hutsell (C.P.)
286-74

49287-E

1600 a. ±

Ease. - Slopes

160'

S.E. 15TH Ave. (Union St.)

49287-D

5975 a. ±

Ease. - Detour

A. & L. Newton
281-488
254-378

115'

55'

NORTH HOLLADD

10

9

H.E.

Ease - Slop

20'

WALL

ST.

1R-4-609

T. 5 N., R. 35 E.W.M.

T. 5 N., R. 35 E. W.M.

T. 5 N., R. 36 E. W.M.

City of Milton-Freewater
127-434

H. & R. Meyers
222-442

M. & H. Lewis
283-180

49287-A

49287-B

49287-C

49287-D
5975 sq. ft. ±

Ease. Slopes & Dr.

Ease. Detour

160'

20'

40'

① 2365 sq. ft. ±

② 3260 sq. ft. ±

WALLA WALLA

A-Z

D-D'

9

JUN 23 1976

OREGON STATE HIGHWAY DEPARTMENT		
From	As Shown	
For	RW	
Highway	County Road	
County	Umatilla	
Scale 1" = 50'	Date April, 1976	

8521

DEPARTMENT OF THE ARMY

CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

1 December 1976

A PERMIT TO Place Fill Material in the Walla Walla River and Milton Ditch for Replacement of Existing Bridge and Milton Ditch Culvert

AT Walla Walla River, Milton, Oregon, S.E. 15th St.

HAS BEEN ISSUED TO Oregon Department of Transport. **ON** 1 December 19 76
State Highway Division

ADDRESS OF PERMITTEE 212 State Highway Bldg.
Salem, OR 97310

PERMIT NUMBER 071-OYC-4-000344-76-57

C. J. ALLAIRE
Colonel, CE
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

Orig. permit, copy sticker: Gen. Files

Copy permit & sticker: Keasey, Ellison, Versteeg, Terpin, Schwartz

Orig. sticker, cpy permit: Cecil Head: Please mail sticker to Resident Engineer with signed copy of contract when let.

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

1 December 1976

NPW NO: 071-OYC-4-000344-76-57

Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem, OR 97310

Gentlemen:

The inclosed permit authorizes you to place fill material in the Walla Walla River and Milton ditch for replacement of an existing bridge and Milton ditch culvert. The permit should be recorded in accordance with General Condition t. and filed in an appropriate location for future reference. The yellow Notice of Authorization should be posted at the project site.

Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

2 Incls
1. Permit
2. Notice of Authorization

C. J. ALLAIRE
Colonel, CE
District Engineer

RECEIVED
DEC 6 1976
LOCATION
SECTION

Application No. 071-0YC-4-[illegible]344-76-57

Name of Applicant Oregon Department of Transportation

Effective Date 1 DEC 1976

Expiration Date (If applicable) _____

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 29 September 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army;

to place fill material in the Walla Walla River and Milton ditch for replacement of existing bridge and Milton ditch culvert. Approx. 100 cubic yards of riprap will be used for bridge replacement and approx. 200 cubic yards of fill will be required for the temporary detour upstream of the new bridge. In addition, approx. 75 cubic yards of fill will be required for culvert replacement.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Walla Walla River, tributary of the Columbia River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at Milton, Oregon. Bridge location is on S.E. 15th St. Milton ditch culvert is located under S.E. 15th St, approx. 1,000 feet west of the Walla Walla River

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks): entitled: Milton Ditch-Walla Walla River
(Milton-Freewater) Sec.
FAS 30-116 (S.E. 15th Ave.)
Umatilla County
071-0YC-4-000344 Sheets 1 of 3 through 3 of 3

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevent to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not started on or before the 15th day of December, 1977, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before the 15th day of December, 1979, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be~~ subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a~~ conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING. (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed~~ under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. Any riprap disturbed by the bridge detour or new bridge construction must be repaired and tied uniformly to the existing levee riprap.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

✓ Frank E. Turpin — PERMITTEE

✓ 11-29-76 — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

C. J. Allain

1 DEC 1976 — DATE

DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

_____ TRANSFEREE

_____ DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan
4	Cross-Sections & Profile
5	Detail Sheet

STATE OF OREGON

STATE HIGHWAY DIVISION

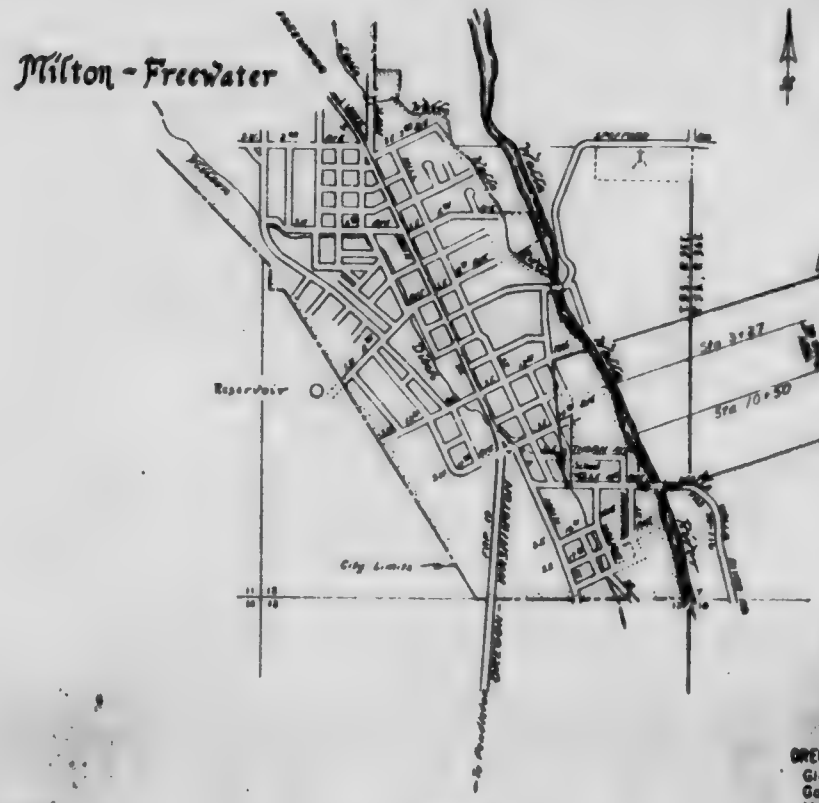
PLANS FOR PROPOSED PROJECT

MILTON DITCH—WALLA WALLA RIVER (MILTON-FREEWATER) SEC.

FAS 30-116(S.E. 15TH AVE)

UMATILLA COUNTY

MILTON DITCH-WALLA WALLA RIVER (MILTON-FREEWATER) SEC. FAS 30-116(S.E. 15TH AVE) UMATILLA COUNTY				SHEET 1
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER		SHEETS IN SET
10	OREGON			3



Sketch Map

Scale

H S Coulter STATE HIGHWAY ENGINEER

E.S. Hunter DEPUTY STATE HIGHWAY ENGINEER

071-0YC-4-000344

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Holloran	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klobee	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

4 OCT 1976

Sec. 12, T. 5N., R. 35E., W.M.
MILTON-FREEWATER

MILTON DITCH-WALLA WALLA RIVER
(MILTON-FREEWATER) SEC.
FAS 30-116 (S.E. 13TH AVE)
UMATILLA COUNTY

SHEET 2 OF 3 SHEETS

U71-0YC-4-000344

(1) Sta 3+19.3
Remove Exist'g Conc Structures
Inst 2-30" Arch Type Irrigation Pipes-59' Each
Const Headwalls, Lt & Rt
Const CL-4 R (Modified) Fence-15'
Drg No. 2117
(For Details, See Drg No. 3146B
Aggregate Base Backfill-114 Tons
Tr Exc 38 C.Y.
(For Installation Details, See Sheet 2)

(2) Remove West & East Approaches Of Exist'g Steel Truss Bridge
(2A) Const Detour
Remove Detour
Move Exist'g Steel Truss Bridge 45' South
Const Granular Emb. Detour Approaches

(3) Const Structure - 157'
Roadway Width - 40'
For Drg. Nos, See Sht. 1

(4) Const PC Conc Walk
(For Details, See Sheet 2 & Drg No 3146B)

(5) Sta 15+10 Lt
Const Manhole
36" Conc. Stl. Pipe (In Pl.)
Extend - 6' Lt.
Inst. 24" Culv. Pipe - 190'
Tr Exc. 50 C.Y.
See Drg. 2050 & 2050A

(6) Const Appr - 5 (Total)

(7) Sta 14+90 Lt
Const Spec. al Manhole With Grate
(For Details See Sheet 2A)

(8) Const & Remove Temp. Fence As Directed

(9) Abandon Exist'g. Pipes

PIPE DATA:
30" Arch Type Irrigation Pipe And 36-inch Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, .075" Thick Or Galv. Iron Or Steel, .064" Thick) Uncoated Pipe With Watertight Joints On 30" Arch Type Pipe.
24" Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, .060" Thick Or Galv. Iron Or Steel, 0.064" Thick Uncoated Pipe.

No Work Area
723'

Exist'g Conc Walk Bridge

Exist'g AC Walk

N 87° 30' W

S.E. 13th Ave.

WILKENSON ST.

DETOUR

CITY LIMITS

WALLA WALLA RIVER

Easement 2

Easement 3

RIW

LAW

Sta 15+50

Sta 16+50

END OF PROJECT

Profile Grade at ℄

Match Exist'g Pavt

Ground Line at ℄

Subgrade

Exc. 369 (Detour Borrow)

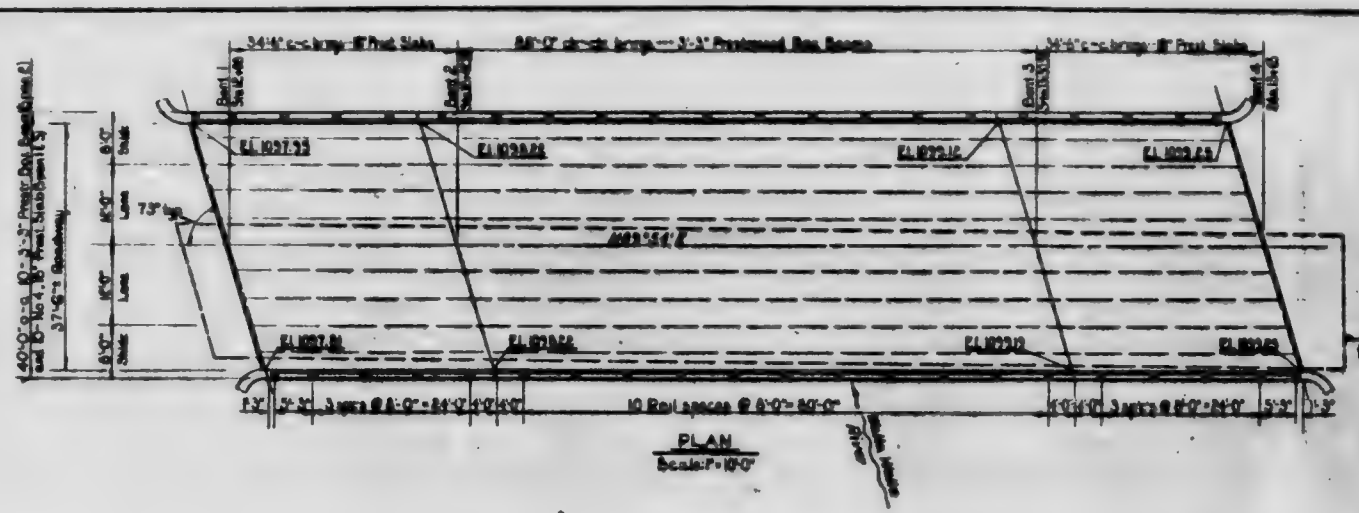
Granular Emb. 369 (Detour)

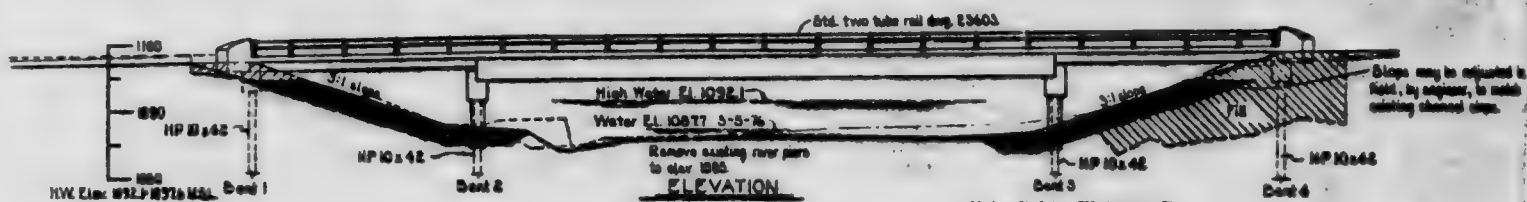
Exc. 378

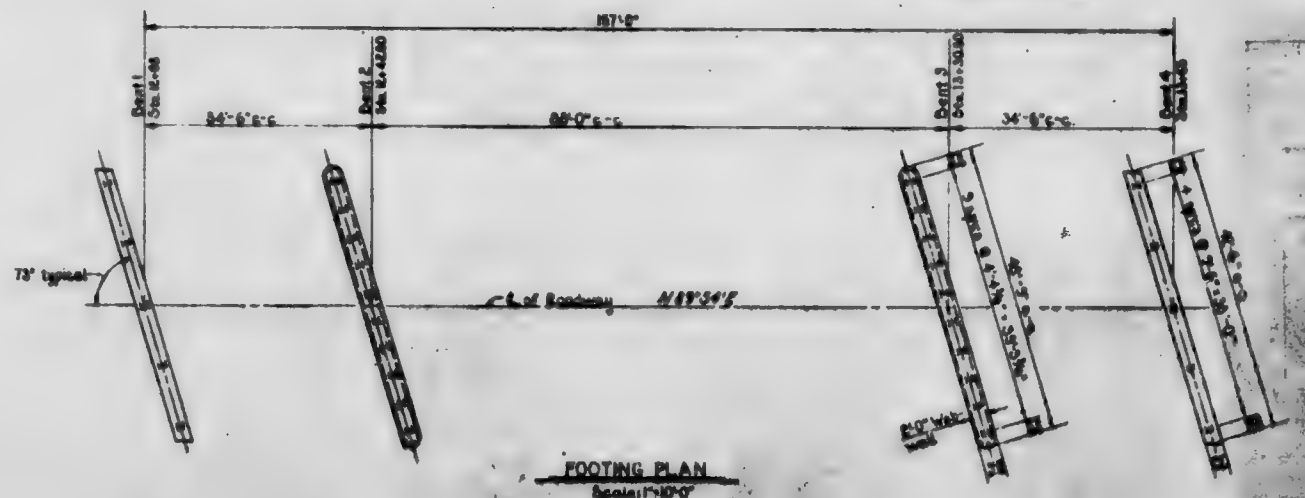
Emb. 321

Exc. 48

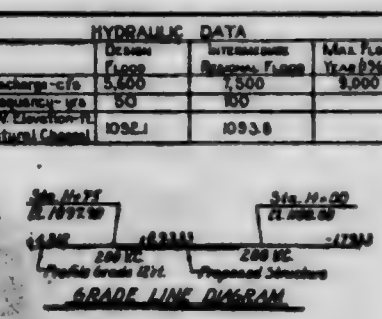
Emb. 10

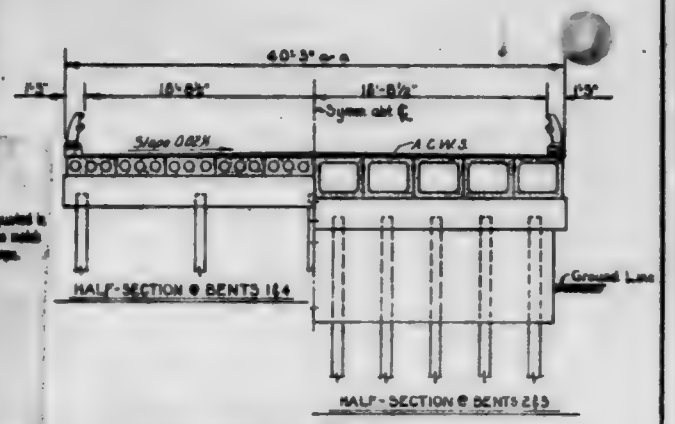




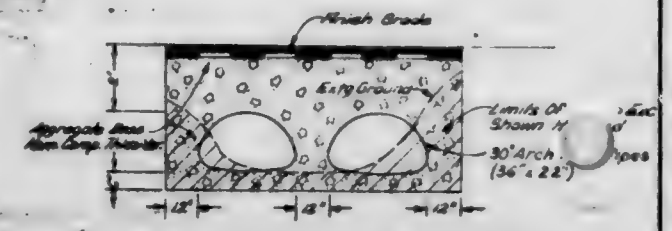


HYDRAULIC DATA			
	Design Flood	Intermediate Regional Flood	Max. Flood of Record
Discharge - c/s	5,600	7,500	8,000
Frequency - yrs	50	100	
HW Elevation - ft. Natural Channel	1092.1	1093.8	





TYPICAL BENT X-SECTION



INSTALLATION DETAILS FOR 30" ARCH TYPE PIPES
STA 3+19.30

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
WALLA WALLA RIVER
(MILTON-FREEWATER) BRIDGE
Fed. Aid. FAS 30-116 UMATILLA COUNTY
PLAN & ELEVATION

071-0YC-4-000344

8521

11-22-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-30-116(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-87

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 30 '76
REFER TO
Quelien
FOR

Proj.	Inves.	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-13-76	11-9-76	Secondary 30-116	County road.

GENERAL LOCATION:
"Walla Walla River (Milton-Freewater) Bridge Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility adjustment
Milton-Freewater Light & Power Co. power poles
TEC $3,030.18 -Federal funds $2,598.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisons of the appropriate FHPM's. Reimbursement on an actual cost basis is approved.

I approve the agreement with the City of Milton-Freewater consisting of your Regional Utilities Engineer's verbal notice of conflict and the plans and estimate furnished by Mr. Preston's letter of 11-9-76.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-76	E. J. Tallmark	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

Hwy B 586 (30-116)
Umatilla Co

Umatilla County Road Department
P.O. Box 1245
Pendleton, Oregon 97801

October 27, 1976

Mr. Roger Lange
Regional Federal Aid Engr.
Oregon State Highway Department
P.O. Box 850
La Grande, Oregon 97850

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE
☐ RDE

OCT 30 1976
RECEIVED
REGIONAL OFFICE

Dear Mr. Lange;

Enclosed is a copy of the map showing the location and elevation(approximate) of the pipe through the levee along the Walla Walla River on the Union Street Bridge project.

I hope that this will be of some help, the pipe is shown in red.

Sincerely,
Ivan E. Pointer

Ivan E. Pointer
Engr. Party Chief.
Umatilla County Road Department
P.O. Box 1245
Pendleton, Oregon

R.H. Prange

Attached is sketch of pipe installation. Please forward to the appropriate design personnel.

RC Lang

cy W.C. Ferguson

cc - Bill Cole

RECEIVED
COUNTY & CITY SECTION
NOV 2 1976
☐ ENGR. ☐ [illegible] ☑ [illegible] ☐ [illegible] ☐ UE
☑ HPE ☒ CE ☐ RE ☒ RPE ☐

RECEIVED
COUNTY & CITY SECTION
NOV 2 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

RIDE

H & R. Meyers
222-442

Ease - Slopes & Dr.

160'

② 3260 a'±

① 2365 a'±

20'

10'

49287-A

1103.50 Elev.

HILLTON-FREEWATER CITY LIMITS

Dike Rd.

RIVER

P & J. Harris
329-232

Dike Rd.

Ease. - Slopes

10'

49287-E

1600 a'±

160'

10'

S E. 15TH Ave. (Union St.)

94' Elev.

80' C.M.P.

19° 39'

56° 47'

1094 Elev.

Dike Rd.

Elev. are assumed

100 Elev.

80'

1400 a'±

49287-C

35'

49287-D

5975 a'±

130'

Ease - Detour

WALLA WALLA

Dike Rd.

8521

FAS-30-116

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 21, 1976

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Milton Ditch-Walla Walla River
(Milton-Freewater) Section
FAS 30-116 (S.E. 15th Avenue)
Umatilla County

Re: Milton Ditch

This memo is a response to Richard L. Lenz, Hydraulic Engineer, letter dated October 19, 1976, on the subject project.

We have reviewed the minimum cover requirement with Wayne Reed, Standards Engineer. It is his opinion that reducing the cover from 24" to 19" will not critically affect the structural capabilities of these culverts providing that during the installation care is taken to obtain optimum compaction of the bedding and backfill material, particularly in the areas of the short radii haunches.

WEC:az
cc: W. E. Schwartz
R. L. Lenz
W. W. Reed
W. E. Cole

1 Versteeg ✓
Olson
2 Christensen Dw
Scott
Swenson
Savage
Trout

RECEIVED
OCT 21 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep -
Do not File -
Return To
Bring Up / /
Other

8521 O

Milton-Freewater

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

October 19, 1976

RBE RDE RBE RME RRE OCT 18 1976 RDE RECEIVED REGIONAL OFFICE

Mr. Carlos Van Elsberg
Umatilla County Roadmaster
P. O. Box 1245
Pendleton, Oregon 97801

Dear Carlos:

RE: S. E. 15th Avenue Bridge (Milton-Freewater) Project

Attached is a copy of a letter and zoning permit application which was sent to our Salem office from Umatilla County Planning Commission.

If you have not already done so, please take appropriate action as we discussed on the phone earlier.

Sincerely,

R. C. Lang

R. C. Lang
Regional Federal Aid Engineer

sh
Enclosure

cc J. H. Versteeg
W. C. Ferguson
Don Trout

Versteeg
Olson
Swenson
Lavaga
Trout

RECEIVED OCT 26 1976 ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Umatilla County Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

September 30, 1976

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ ☐
RDE ☐ ☐

OCT 18 1976
RECEIVED
REGIONAL OFFICE

J.H. Versteeg
Road Design Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

RE: OSHD Permit #179, Milton Ditch-Walla Walla River (Milton-Freewater section) FAS 30-116 (SE 15 Avenue) Umatilla County.

Dear Mr. Versteeg:

In reviewing the project, we found no zoning permit issued from this office for the proposed bridge. A zoning permit is required for any structure prior to construction, reconstruction, or addition. (Umatilla County Zoning Ordinance, Section 1.035).

Please fill out the enclosed Zoning Approval form with the proper contact office and person, and return with $10. We will return a Zoning Permit. We will use Sheet #3 as a site plan.

Please contact this office if you have any questions or need any further assistance. Thank you.

Sincerely,

Jim Siddall Miller
Planning Technician

JSM/kp
Enclosure

1 Versteeg
Olson
Scott
Swenson
2 Trout

RECEIVED
OCT 04 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep —
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

JOINT APPLICATION: ZONING APPROVAL Umatilla COUNTY FEE: PC $:0
SEWAGE DISPOSAL PERMIT DEQ -----

PART I PLANNING COMMISSION

(please print or type) Date Received _____

LEGAL OWNER _____ MAILING ADDRESS _____

PHONE: HOME _____ BUSINESS _____ CITY: _____

Legal Description: E ¼ of SE ¼ of Sec: 12 TWP 5N Range 35 EWM Sheet No: 5N35 12DD & 12DA Tax Lot ----------

Subdivision _____ Lot ____ Block ____ Present Zoning R-1A Parking E-1

Sq. ft. or acres _____ Lot Width 60'& 70' Lot Depth _____ Legal Access SE 15th St. (Milton-Freewater)

Proposed Set Backs: Front _____ ft. Side _____ ft. and _____ ft. Rear _____ ft.

Proposed Structures:
1. Proposed Bridge (Replacement) Sq. Ft. 40x157 Bdrms. ---------- Baths ----------
2. Temporary Detour Bridge Sq. Ft. 20x90 Bdrms. ---------- Baths ----------
3. _____ Sq. Ft. _____ Bdrms. _____ Baths _____

Date Approved _____ Zoning Approval _____
Signature of Planning Comm. Representative

PART II DEPARTMENT OF ENVIRONMENTAL QUALITY

Date Received _____

Proposed Water Supply: Public _____, Community _____, Spring _____, Well _____, Depth of Well _____

Proposed Sewage Disposal: Public _____, Septic Tank _____, Privy _____, Other _____ Specify _____

Installer _____ License Number _____ Phone _____

New System _____, Repair _____, Alteration _____, Extension _____

DEQ Requirements: Septic Tank Min. Capacity _____ Gal.: Distance of Tank to Well _____

Distance of Drain Field to Well _____. Disposal Field _____ Linear Ft. Trench Width _____ Ft.

Trench Depth _____ Ft.: Trench Sidewall Area _____ Sq. Ft. Distance Between Trenches _____ Ft.

Gravel: Above Tile _____ Inches. Below Tile _____ Inches.

Date _____ Approved _____ Disapproved _____ Sanitarian _____

Permit No. _____

PART III CERTIFICATION

I hereby certify that the above information is correct and understand that issuance of a permit based on this application will not excuse me from complying with effective Ordinances and Resolutions of Umatilla County and Statutes of Oregon, despite any errors on the part of the issuing authority in checking this application.

X _____
(Owner or Agent)

DESCRIBE HOW TO LOCATE PROPERTY OR BUILDING SITE:

THIS CERTIFIES THAT A

ZONING PERMIT

Has been issued to UMATILLA COUNTY ROADMASTER

for a BRIDGE & TEMPORARY DETOUR in the E 1/2 1/4 of the SE 1/4 of Sec 12

in Township 5N Range 35 Tax Lot NA

Sheet No. 5N 35 12 DD Date OCT 4, 1976

Application No. 1858

JM MILLER
Zoning Administrator

POST ON PREMISES IN PLAIN VIEW

Umatilla County Planning Commission

FAS 30-116
Umatilla Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 19, 1976
Salem, OR 97310

FROM: Richard L. Lenz
Hydraulics Engineer

TO: File

SUBJECT: Walla Walla River Bridge
(Milton-Freewater)
S.E. 15th Avenue
(Milton Ditch)
FAS-C 30-116
Umatilla County

ADDENDUM

Milton Ditch

Additional information from Bill Porfily, Watermaster at Pendleton, and the County was supplied to Harlin Gerlach, Regional Utility Engineer at LaGrande, concerning the design flows in Milton Ditch. The information previously supplied was based on a gage located a block downstream of the subject crossing of Milton Ditch and did not reflect the additional water carried by the ditch which was re-routed back to the Walla Walla River just upstream of the gage.

It appears that both parties would be satisfied with the next larger size of culvert (a 36" arch-type pipe); however, this poses a design problem as not enough cover is available to meet our specifications. The original proposed installation had the minimum cover requirement of 24 inches. The next larger size of culvert would reduce this cover to 19 inches. There are three suggested alternates to consider:

(1) Construct a roll in the grade to provide the minimum cover over the culvert;

(2) Of the available 19 inches use about 4 inches of base rock material immediately over the culverts, pour a 6-inch thick slab of high early strength concrete using wire mesh for reinforcement and bring to final grade with asphaltic concrete;

(3) Use 4-6 inches of base rock material immediately over the culverts and bring to grade with asphaltic concrete. (If this alternate is selected, care must betaken to allow the extra depth of A.C. to cool sufficiently before rolling, preferably using a small sidewalk vibrating roller, before allowing any traffic on it).

RLL:jr

cc: Frank E. Terpin
W. E. Schwartz
Don Harwell
Walt Hart
Hal Versteeg

RECEIVED
COUNTY & CITY SECTION
OCT 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

FAS 30-116
Umatilla Co
B 586

UMATILLA COUNTY

ROAD OFFICE
PENDLETON, OREGON

October 7, 1976

Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

Re: Walla Walla Bridge (S. E. 15th.)

Attention: Mr. Roger Lang

Dear Roger:

Enclosed are the following:

1. Right-of-way certications.
2. Copies of right-of-way options - Forward to right-of-way section. Sent
3. Letter from Corps of Engineers - Forward to design section. Trout + Hayes

Roger, the zoning permit for this bridge project was sent to County/City, and I hope with that and the above we may go forward.

In addition to the above, the City of Milton-Freewater assures me they will have their options for the ditch portion soon. You may have to call them on this.

Please call should you have questions.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Roadmaster

CLV/jp

Enclosures

RECEIVED
COUNTY & CITY SECTION
OCT 12
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

HAL-FILED

FHS 30-116
Umatilla Co
B 58L

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

21 September 1976

Mr. Carlos Van Elsberg
Roadmaster
Umatilla County Road Office
Pendleton, OR 97801

Dear Mr. Elsberg:

Please forgive the delay in reply to your letter of 18 August 1976 regarding the installation of an 18-inch culvert through the left bank levee on the Walla Walla River adjacent to the Union Street Bridge.

Culverts placed through Corps of Engineers-constructed levees below the flood line require seep rings spaced within the central impervious portion of the levee (see Incl 1). Additionally, any connecting pipe joints for CMP within the levee must be flexible, watertight, rubber-type, gasketed joints. Criteria for pipe joints and coupling bands are shown in the attached guide specifications (Incl 2).

The water surface elevation for the project design flood at the proposed culvert is 1101.0. To prevent backflow during high flow periods, a drainage-canal gate similar to that shown in Incl 3, or a flap gate and protective concrete structure similar to that shown in Incl 1 would be needed. If a drainage-canal gate is used, the gate riser would be installed in a manhole at the levee shoulder as shown in the sketch (Incl 1).

The skewed alignment of the culvert, as shown in the sketch inclosed with your letter, makes it difficult to protect a flap gate with a concrete outflow structure. The usual practice for culvert outfalls involves a more direct alignment which can be accommodated by the standard outfall structure. The slope of the culvert should be no less than .01 foot per foot to maximize efficiency of the culvert.

NPWOP-NF
Mr. Carlos Van Elsberg

21 September 1976

If the Union Street Bridge abutment is to be replaced, you may wish to consider incorporating the culvert into the new abutment concrete section. This would eliminate the need for seep rings and allow a cast-in-place exit pipe from a vertical riser manhole. A slide or drainage-canal gate would be required as shown by the drain culvert detail (Incl 1).

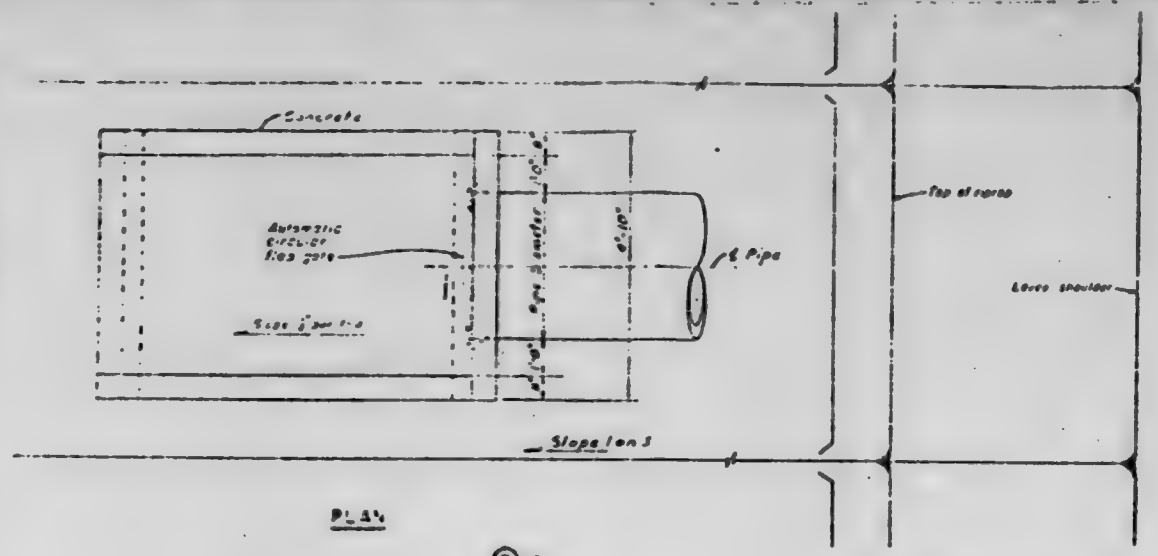
If you should have any questions regarding the information provided here, please refer them to Mr. Gordon Wells or Mr. Dean Hilliard, telephone 509-525-5500, extensions 440 and 636, respectively.

Sincerely yours,

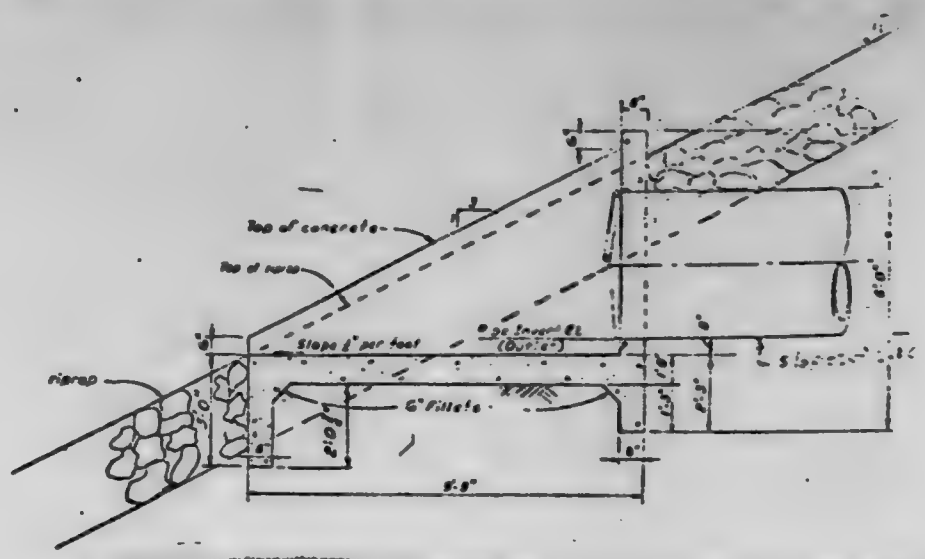
Duane M. Downing

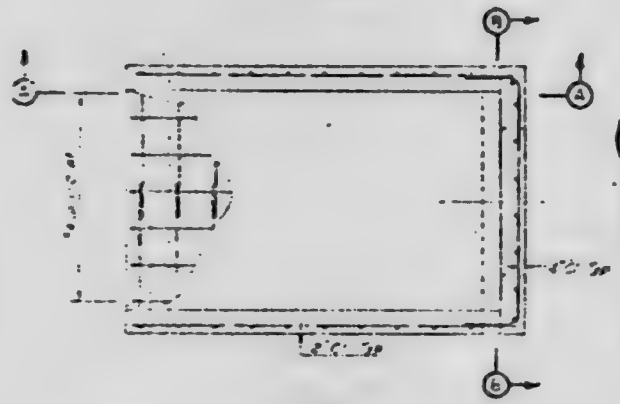
DUANE M. DOWNING
Chief, Operations Division

3 Incls
As stated

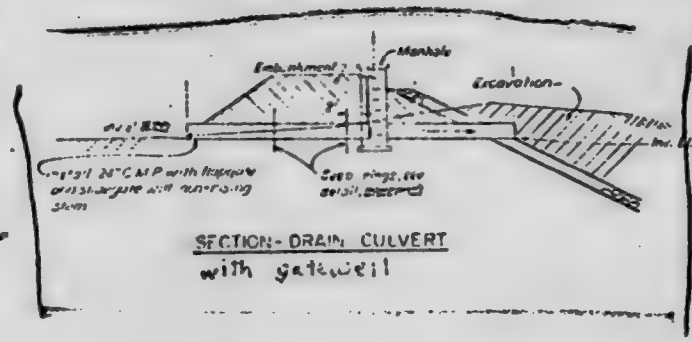


PLAN

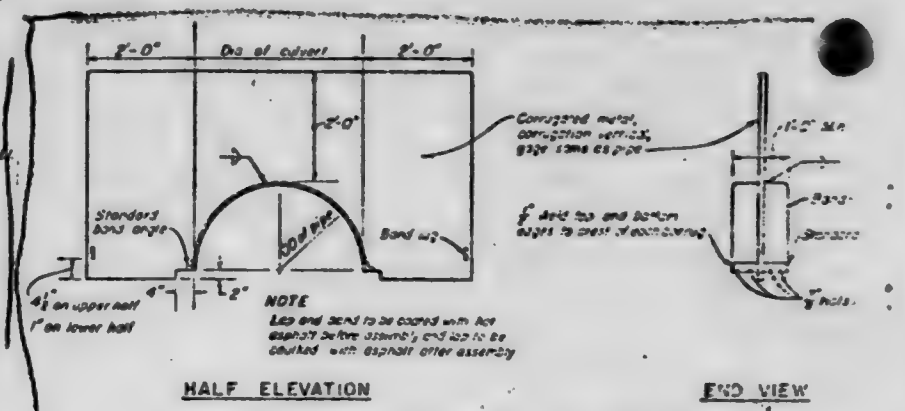




PLAN

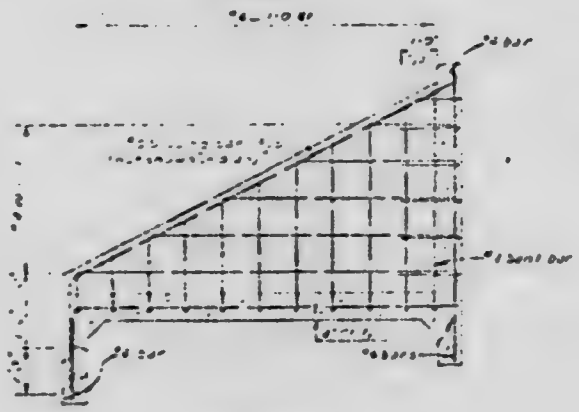


SECTION - DRAIN CULVERT
with gatewell

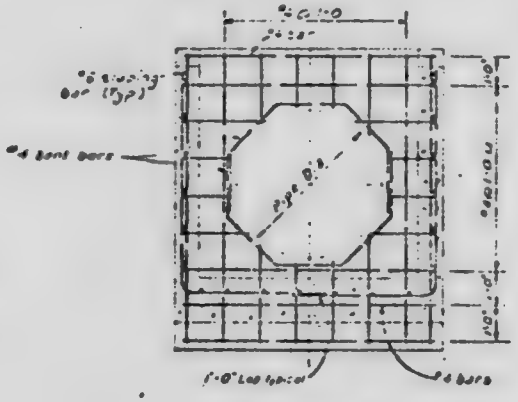


HALF ELEVATION — END VIEW

TYPICAL DETAIL OF SEEP RINGS

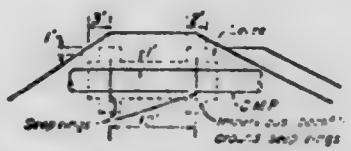


SECTION A



SECTION B

REINFORCEMENT
NOT TO SCALE



TYPICAL SEEP RING PLACEMENT

TYPICAL CULVERT OUTLET

- TYPICAL DETAILS
LEVEE CULVERT DRAINS

Engineering and Design
JOINTS IN CMP LEVEE CULVERTS
Guide Specifications

1. Discussion. It is imperative that the joints specified for corrugated metal pipe installed under levees be watertight. For lateral pipes outside the levee, standard field joints may be used.

2. Designers of corrugated metal pipes installed under levees should specify that the connecting joints for annular and helical pipe should be Flexible, Watertight, Rubber-Type Gasketed Joints. The following is suggested for use in project specifications for couplings for corrugated metal pipe installed under levees to assure watertight joints.

> "Coupling bands shall be fabricated of and coated with the same material as the pipe. Bands for pipes within the levee shall have a minimum length of two feet and a minimum circumferential lap of 3 inches, connected with 1/2-inch diameter galvanized circumferential rods and cast iron, silo-type lugs. The bands may be two gages lighter than the pipe except that no band shall be lighter than 16 gage. A minimum of six three-piece circumferential pipe 36 inches and less in diameter shall have a minimum of four two-piece circumferential rods. All rods and nuts shall be galvanized after shop fabrication. The coupling bands shall be seated in a cold-applied bituminous compound which shall be spread evenly over the entire area of the pipe under the coupling band in adequate thickness that there shall be a bead of extruded material completely around the pipe at the edge of the band after the coupling bands are thoroughly drawn down. After installation of coupling, rods and lugs, the exterior of the coupling bands shall be given one coat of cold-applied bituminous compound. The entire installation shall be watertight. For lateral pipes outside the levee, standard coupling bands may be used."

To insure watertight joints, the following supplemental guides are provided:

a. The gaskets should be limited to Grade SBE 43 or SCE 43 of ASTM D 1056.

b. The width of the gasket should be 1/2 inch less than the width of the connection band required.

c. The connecting bands should be either the angle-lug or rod-and-lug type corrugated coupling bands of the same material, coating and thickness as the pipe specified. Bands with projections or dimples will not be permitted. The bands should provide a minimum circumferential lap of 3 inches and be formed to fit and mesh with the corrugation of the pipe to be connected.

(1) Angle-Lug Type. The bands shall not be less than 7 inches wide for pipe 6 to 30 inches in diameter, 12 inches wide for pipe 36 to 60 inches in diameter, and 24 inches wide for pipe 66 to 120 inches in diameter. The bands should have end connection angles of not less than 2 inches by 2 inches by 3/16 inch by the width of the band minus 1 inch adequately fastened to each end and shall be secured with 1/2-inch diameter bolts. The 7-, 12-, and 24-inch bands shall be secured with a minimum of 2, 3, and 5 bolts, respectively.

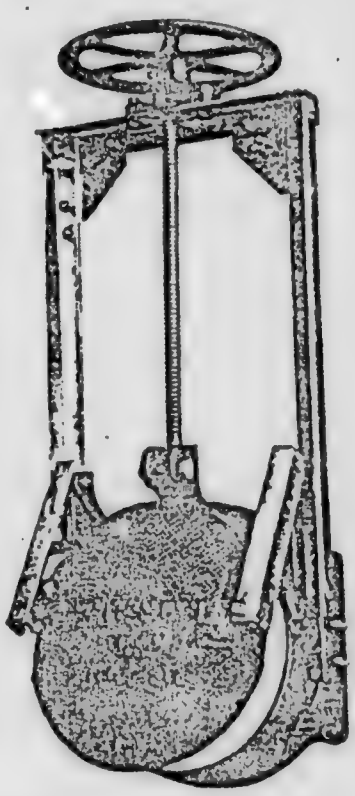
(2) Rod-and-Lug Type. The bands shall not be less than 12 inches wide for pipe 6 to 60 inches in diameter, and 24 inches wide for pipe 66 to 120 inches in diameter. Bands shall be secured with 1/2-inch diameter circumferential rods and cast-iron, silo-type lugs. A minimum of 4 circumferential rods shall be used per band for pipes 6 to 30 inches in diameter, 6 circumferential rods per band for pipes 36 and 60 inches in diameter, and 8 circumferential rods per band for pipes 66 to 120 inches in diameter.

d. Circumferential rods, lugs, connection angles, bolts, and nuts shall be galvanized after fabrication.

e. After installation of coupling bands, the entire exterior of each joint assembly, including bands, rods, lugs, angles, bolts, and nuts shall be given one coat of cold-applied bituminous compound conforming to AASHTO M. 243-73.

WATERMAN *model* FC-10

COMBINATION DRAINAGE and CANAL GATE



The Waterman Model FC-10 Combination Drainage and Canal Gate combines our Models F-10 Drainage Gate and C-10 Canal Gate in one convenient unit. When the unit is closed, the flap functions as an automatic drainage gate, permitting outflow and stopping blackflow. The gate can be raised with the handwheel or other suitable lift to permit backflow when desired.

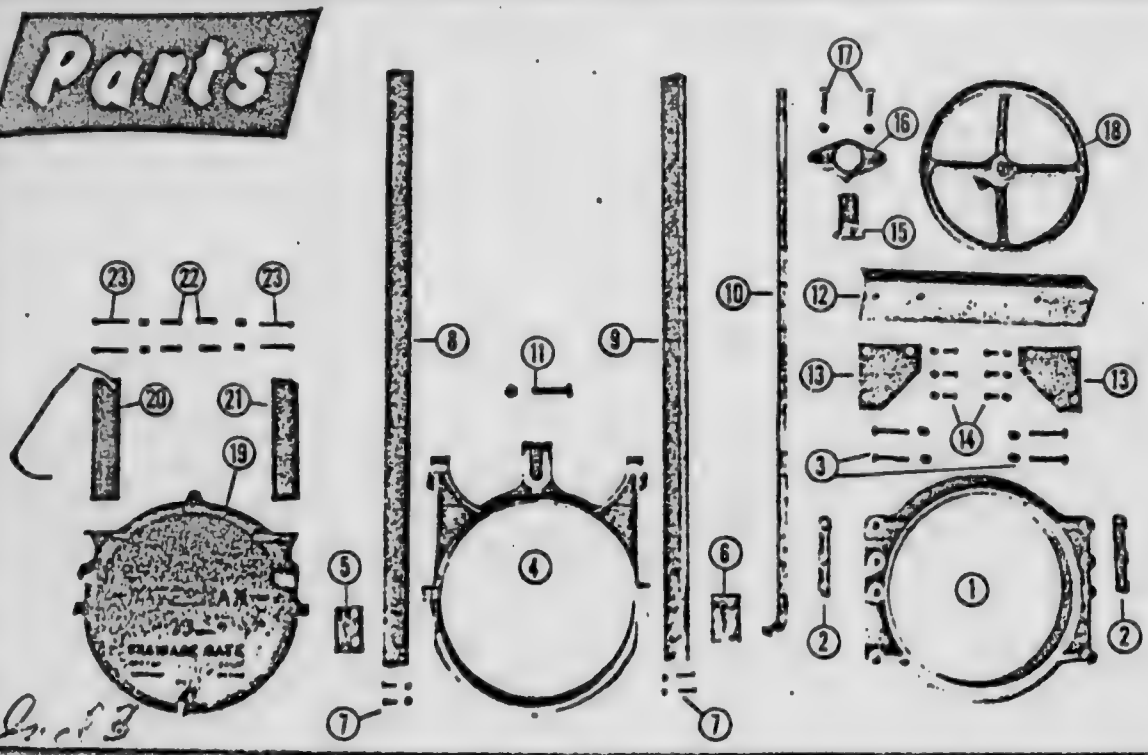
This gate can be installed in locations suitable for the Model F-10 and C-10 Gates, and has the same operating characteristics and limitations.

The gate is normally furnished with a self contained frame and handwheel lift. Special short frames with optional lifts and extensions are available as well as the standard extras used on our F-10 and C-10 Gates, such as stainless rails, bronze links, bolts and bushings, etc.

Total ASTM galvanizing or galvanized steel parts can be furnished at extra cost when required.

See price list for sizes available and weights. See specification page for dimensions.

Parts



(1) Frame Ring (1)
(2) Flat Spacer (2)
(3) Frame Assembly Bolts (4)
(4) Slide Cover (1)
(5) Left Wedge (1)
(6) Right Wedge (1)
(7) Wedge Bolts (4)
(8) Left Rail (1)
(9) Right Rail (1)
(10) Screw (stem) (1)
(11) Stem Bolt (1)
(12) Head Rail (1)
(13) Gussets (2)
(14) Rail Bolts (8)
(15) Brass Lift Nut (1)
(16) Thrust Collar (1)
(17) Thrust Collar Bolts (2)
(18) Handwheel (1)
(19) Flap Cover (1)
(20) Left Link (1)
(21) Right Link (1)
(22) Hinge Bushings (4)
(23) Hinge Bolts (4)

8521

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

10-7-76

Attention: County-City Unit

B586

Subject: Federal Aid Project No. RS-30-116(1)
Project Name Walla Walla River & Mitton Ditch (S.E. 15th) Bridge Section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 7th day of October, 1976

County of Umatilla

E. K. Stroud
County Judge/Chairman

Barbara Lynch
Commissioner

Raymond Berns
Commissioner

c.c. John Oaks
W. Hart
C.T Keasey
J. Chidsey
D.E. Swan

Instructions: Complete A or B and C.
R/W File No. _____

8521

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

Mr. R. F. Brockschink
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

Dear Sir:

Re: Milton Ditch-Walla Walla River Section
(Milton-Freewater)
Walla Walla River Bridge
Umatilla County

The subject project involves the construction of a new bridge over the Walla Walla River, a primary tributary of the Columbia River. It therefore falls under the permit requirements of Phase II of the Section 404 program.

A permit application is enclosed, together with two copies of the plans and elevations for the project.

Your earliest consideration of this application would be appreciated.

Very truly yours,

Frank E. Terpin
Location Engineer

Enc.

WAE:mc

bc E. S. Hunter (w/att)
W. J. Hart "
J. H. Versteeg "
C. G. Swenson "
Gary A. Potter "
D. E. Keyes "

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Frank E. Terpin, Location Engineer
Oregon Department of Transportation
State Highway Division
212 State Highway Building
Salem OR 97310

Telephone number 378-6883 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Donald E. Keyes
Location Liaison Engineer
Oregon State Highway Division
212 State Highway Building
Salem OR 97310

Telephone Number 378-6265

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

See attachment

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

Virgie Williams - Route 1, Box 1A, Milton-Freewater OR
Hugo H. & Ruth M. Meyers - Route 1, Box 1, Walla Walla River Road, Milton-Freewater
Alfred W. & Lillian L. Newton - 1515 Wilkerson St., Milton-Freewater
Paul A. & Jessie V. Harris - Box 84, Milton-Freewater

9. Location where proposed activity exists or will occur.

Sec. 12 Twp 5N Rge 35E (Where applicable)

Oregon	Umatilla	Milton-Freewater	
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Walla Walla River

11. Date activity is proposed to commence. January 1977

Date activity is expected to be completed. April 1978

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures. construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Division of State Lands	Removal/Fills	Not Assigned	Sept.14, 1976	

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

_____
Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

The project consists of construction of a new highway bridge over the Walla Walla River at the same location as the existing structure. It involves the placement of 100 cubic yards of filter blanket and 400 cubic yards of riprap material for slope protection.

The existing structure will be moved approximately 45 feet upstream for use as a detour structure and will be removed when the new structure is completed. The construction of approaches to the detour structure requires the placement of 957 cubic yards of granular embankment material. This material will be removed and the streambed restored to its present configuration when the new structure is completed.

Equipment: dragline, bulldozer, crane, dump trucks, et cetera.

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Walla Walla R.
(Milton Freewater) Br.

NPWOP-NF

Application No: _____

Applicant:

Br #1 10724A

To expedite the processing of permit applications, we have compiled a list of conditions that various state and Federal agencies have required prior to approving work described in applications for Department of the Army permits. If you agree to the conditions checked, as well as others which you may consider appropriate, please signify in the spaces provided on the reverse side of this form and return one copy with your application.

☑ 1. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

☑ 2. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

☑ 3. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

☐ 4. Slope of the riprap, bank, or excavation, etc. will be no steeper than 3 -foot horizontal to 1 -foot vertical.

☑ 5. Only clean, durable riprap will be used.

☑ 6. All areas along the bank disturbed or newly created by the construction activity will be seeded, riprapped or given some other equivalent type of protection against subsequent erosion.

☑ 7. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

☑ 8. Excavation or dredging shall be conducted behind a berm of sufficient size to isolate the operation from the free flowing stream.

☑ 9. Land disposal of dredging spoils will be accomplished behind adequately maintained protective berms which will prevent the materials from returning to the waterway.

N/A 10. If a bucket dredge of any type is used, including but not limited to grab or clamshell, dipper, dragline or backhaul bucket, all digging passes of the bucket shall be completed without returning material to the wetted area.

RECEIVED

N/A 11. Screening devices over the intake shall have openings not in excess of _____ inch, and the approach velocity to the intake shall not exceed _____ foot per second.

Excavation required for bridge pier footings will be stockpiled beside the excavated area and returned thereto upon completion of the pier construction.

I agree to conditions numbered _____

as checked above pertinent to my proposed work.

R.W. Ellison
NAME

ADDRESS

DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION

MILTON DITCH–WALLA WALLA RIVER (MILTON-FREEWATER) SEC. FAS 30-116(S.E. 15TH AVE) UMATILLA COUNTY	SHEET NO. 1
10 OREGON	

STATE OF OREGON

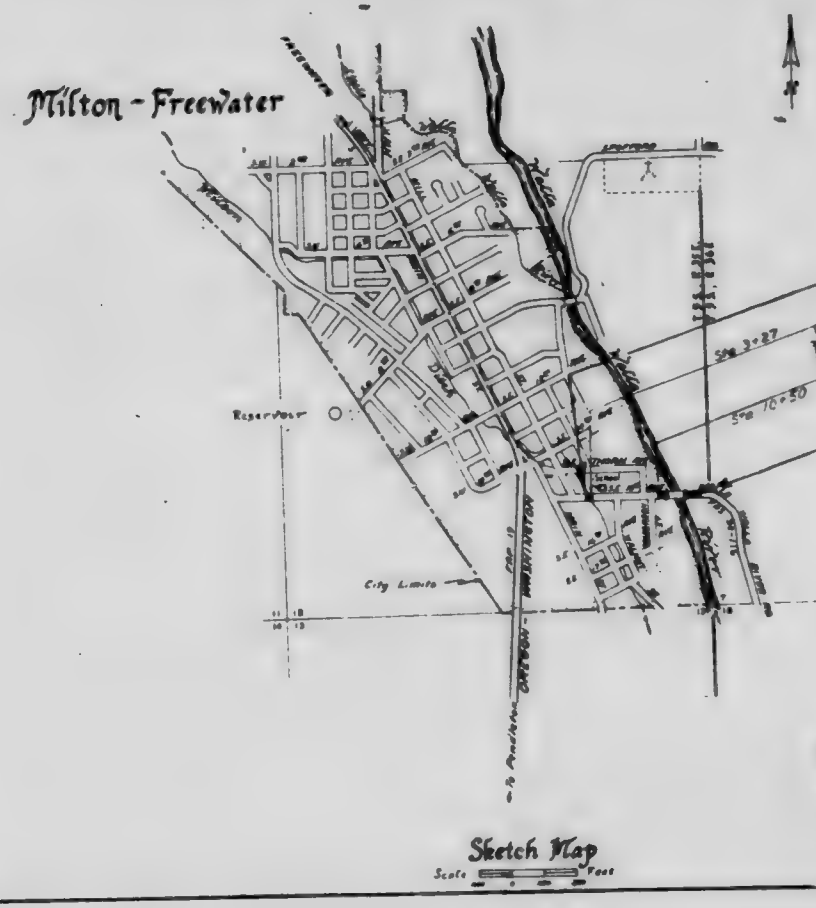
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MILTON DITCH–WALLA WALLA RIVER (MILTON-FREEWATER) SEC.

FAS 30-116(S.E. 15TH AVE)

UMATILLA COUNTY



Sketch Map

Scale

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Halvern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klobos	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

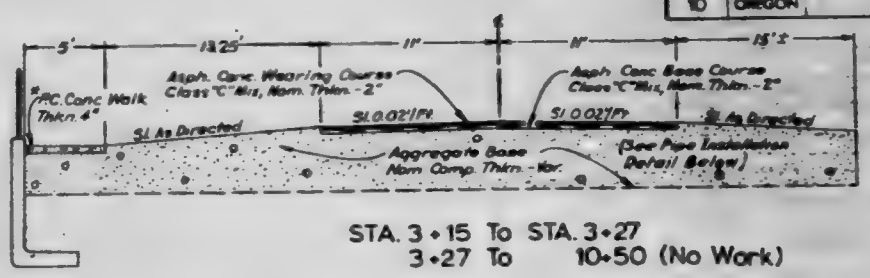
SUMMARY

ITEM	UNIT	QUANTITY	CLASSIFICATION OF QUANTITIES	

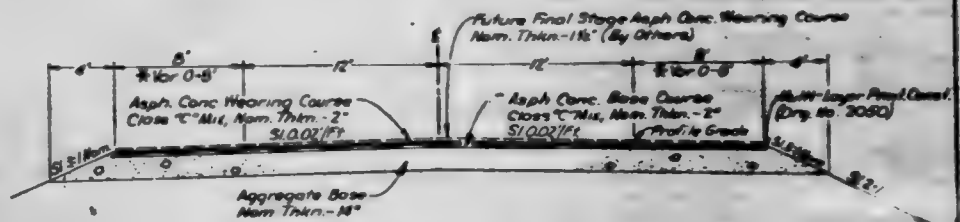
TYPICAL SECTIONS

MILTON DITCH - WALLA WALLA RIVER (MILTON-FREEWATER) SEC. FAS 30-1(6) (S.E. 15TH AVE) UMATILLA COUNTY					SHEET 2 OF 11 SHEETS
NO. HIGHWAY DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR		
10	OREGON				

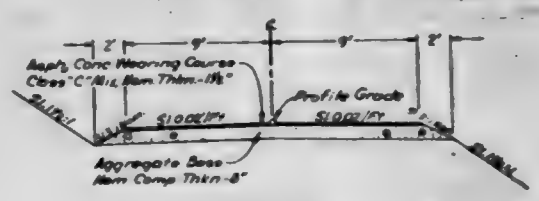
* Sta 33+99 To Sta 34+15 (For Details Not Shown See Drg No. 51468)



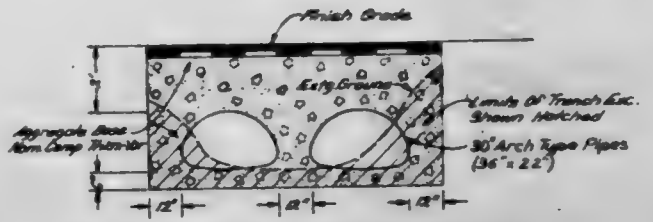
STA. 3+15 To STA. 3+27
3+27 To 10+50 (No Work)



* STA. 10+50 To STA. 11+50 (Taper Section)
11+50 To 12+08
12+08 To 13+65 (Structure)
13+65 To 14+50
* 14+50 To 15+50 (Taper Section)



DETOUR



(For Surfacing Details Not Shown, See Section Above)

INSTALLATION DETAILS FOR 30" ARCH TYPE PIPES
STA. 3+19.30

Cole-Haynes-Boos

(1) Sta 9+18.3
Remove Exist. Conc Structures
Inst 2-30" Arch Type Irrigation Pipes - 39' Each
Const Headwalls, Lt & Rt
Const CL-4 R (Modified) Fence - 15'
Drg No. 2117
(For Details, See Drg No. 3146B
Aggregate Base Backfill - 114 Tons
Tr. Exc. 38 C.Y.
(For Installation Details, See Sheet 2)

(2) Remove West & East Approaches Of Exist. Steel Truss Bridge

(2A) Const. Detour
Remove Detour
Move Exist. Steel Truss Bridge 65' South
Const Granular Emb. Detour Approaches

(3) Const. Structure - 157'
Roadway Width - 40'
For Drg. Nos, See Sht. 1

(4) Const PC Conc Walk
(For Details, See Sheet 2 & Drg No. 3146B)

(5) Sta. 15+10 Lt.
Const Manhole
36" Conc. Sit. Pipe (In Pl.)
Extend - 6' Lt.
Inst. 24" Culv. Pipe - 190'
Tr. Exc. 56 C.Y.
See Drg. 2050 & 2050A

(6) Const Appr. - 5 (Total)

(7) Sta 14+90 Lt.
Const Special Manhole With Grate
(For Details See Sheet 2A)

(8) Const. & Remove Temp. Fence As Directed

(9) Abandon Exist. Pipes

PIPE DATA:
30" Arch Type Irrigation Pipe And 36-inch Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, .075" Thick Or Galv. Iron Or Steel, .064" Thick) Uncoated Pipe With Watertight Joints On 30" Arch Type Pipe.
24" Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, .060" Thick Or Galv. Iron Or Steel, 0.064" Thick Uncoated Pipe.

Sec. 12, T. 5N., R. 35E., W.M.
MILTON-FREEWATER

MILTON DITCH - WALLA WALLA RIVER
(MILTON-FREEWATER) SEC.
(HWY NO. 130-116) (S.E. 15TH AVE.)
UMATILLA COUNTY
STATE OF OREGON
SHEET 3

No Work Area
725

S.E. 15th Ave.

WILKENSON St.

WALLA WALLA RIVER

DETOUR

BEGINNING OF PROJECT
STA. 9+25

END OF PROJECT
STA. 15+50

OREGON STATE HIGHWAY DIVISION

WALLA WALLA RIVER

(MILTON-FREEWATER) BRIDGE

PLAN & ELEVATION

Sta. No. FAS 30-B Umatilla County

8521

July 28, 1976

Board of County Commissioners
Umatilla County
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5758

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the bridge over the Walla Walla River and the box culvert for Milton Ditch.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

Ltr 30-116
Umatilla Co

UMATILLA COUNTY

ROAD OFFICE
PENDLETON, OREGON

RE ☐ ROE ☐ RME ☐ ROE ☐ ROE ☐

JUL 20 1976

RECEIVED
REGIONAL OFFICE

July 19, 1976

Oregon State Highway Department
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. Bill Ferguson

Dear Bill:

This letter is as a result of my visit with you to the Union Street Bridge Project across the Walla Walla River. Also, it is a result of my contracts with the people living adjacent to the project and their revelations to me of the drainage problems in the area that may not have been anticipated. As a result of these revelations I feel, and I would ask, that the following items be included as part of the project, as I feel they will be a benefit to the county road which the project is a part of.

1. The ditch which traverses the Meyers property should be completely enclosed (buried) and the water carried in a 36 inch pipe. There should be a manhole placed at the intersection where culvert crossing county road intersects this ditch for cleanout purposes. Mrs. Meyers also insisted that the apple tree which lies in the permanent slope easement must be protected and preserved in its present state. I have assured her this will be done. Mrs. Meyers has also insisted that she expects the present double entrance to be maintained although the location may need to be altered. I have assured her this also will be done.

2. Mrs. Williams (Lewis Property) has indicated she has cattle on her property and a fence must be maintained during the time the temporary detour occupies her property. I have assured her this will be doneby the contractor. Also, I have assured her, as a part of the contract, it will be the contractor's responsibility to remove any fill placed on her property for the detour at the end of the contract and that a new fence would be placed on the road right-of-way when the contract was concluded and the detour was no longer needed. I assured her this would be part of the project, and the State would see that it was accomplished.

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

3. There is also a drainage problem on the property owned by the Newton's which also affects the county road. I feel that this would be the appropriate time to take care of it, and I would like to have it included in the project at this time. I feel the drainage can be carried through the levy near the bridge using some type of safety valve on the pipe to prevent high water from inundating the Newton property.

I do not hesitate in making the above request knowing that although it will add to the project cost I feel that benefit to the project and the county road will far outweigh any additional costs.

Please forward the above request to the proper department for action and inclusion in the project.

Thanking you in advance, I remain.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Roadmaster

CVE/bb

cc: Mr. Roger Lang, OSHD, La Grande, Oregon

cy Region
Len Wallace
F.E. Terpin
R.H. Prange

FORM 81-734-3030

FAS 30-116
Umatilla County

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 25, 1976

FILE:

FROM: For Alma Bressnell
Adele L. Egan
Right of Way Office Manager

TO: Don Harwell
County and City Engineer

SUBJECT: OPTION
Walla Walla River
(Milton-Freewater) Br.
S.E. 15th Avenue
Umatilla County

Attached you will find five original descriptions in quintuplet covering right of way to be acquired in connection with the Walla Walla River (Milton-Freewater) Section of S.E. 15th Ave. in Umatilla County. This contract is scheduled for letting on August 26, 1976.

We understand that the County is to acquire the right of way.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of June 21, 1976.

We are attaching four prints covering this area and bearing our date of June 22, 1976.

File No.	Name	Area
47987-A	Hugo H. Meyers et ux.	2,365 sq.ft. P-1 3,260 sq.ft. P-2 Ease.
47987-B	City of Milton-Freewater	200 sq.ft.
47987-C	M.O. Lewis et ux.	1,400 sq.ft.
47987-D	Alfred W. Newton et ux.	5,975 sq.ft.
47987-E	Paul A. Harris et ux.	1,600 sq.ft.

AC:ka
Enc. 5 options, etc.

cc: W. E. Schwartz
Verne Allen - letter & print
Milner Mead - Auth. List
Frank Lowe - letter
Title
Armand Riveness - Exhibit

Forwarded attached info. to Verne Allen 4/28/76 JAR

RECEIVED
COUNTY & CITY SECTION
JUN 25 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Farwell

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 21, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: J. B. Boyd
Right of Way Engineer
BUILDING

SUBJECT: 49287 - A thru E
Walla Walla River (Milton - Freewater) Bridge Section
S.E. 15th Avenue
Umatilla County

Attached are 5 descriptions and an authorization covering R/W and easements for the subject section.

Umatilla County is to acquire the R/W for this project, which is scheduled for August 26, 1976 and R/W prints will be submitted soon.

BY: Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

RECEIVED
COUNTY & CITY SECTION
JUN 25 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FL

Form 734-2403 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. ..... of .....

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway S.E. 15th Avenue County Umatilla

Unit ..... Survey Approved .....

Section Walla Walla River (Milton - Freewater) Bridge Sta. ..... Sta. .....

R/W Map No. 1R-4-609 ~~1R-4-609~~

Cost Distribution .....

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
49287-A	Hugo H. and Ruth M. Meyers				X	X					X					
49287-B	City of Milton - Freewater				X	X					X					
49287-C	M. O. and Hazel Lewis				X			X			Detour					
49287-D	Alfred W. and Lillian L. Newton				X			X			Detour					
49287-E	Paul A. and Jessie V. Harris				X			X			Slopes					

541

Submitted Floyd O. Scott Floyd O. Scott Date JUN 21 1976
R/W Description Engineer

Approved ..... Date .....
Assistant Design Engineer

Approved JKO/ae Date 6-23-76
R/W Engineer

Sec. 12, T. 5 N., R. 35 E. W. M.

RIVERSIDE ADD. TO MILTON

14

MILTON-FREEWATER CITY LIMITS

RIVER

DIKE RD.

H.E.R.
222

Ease - Slopes

20'

P & J. Harris
329-232

1st Fed. Sav. & Loan
of Pendleton
C & E. Hutsell (C.P.)
286-74

49287-E

1600 a' ±

Ease - Slopes

10'

160'

49287-D

5975 a' ±

35'

1400 a' ±

S.E. 15TH Ave. (Union St.)

130'

Ease - Detour

WALLA WALLA

A & L. Newton
281-488
254-378

115

MILTON ADD.

10

9

1R-4-609

5 N., R. 35 E. W.M.

N

N

T. 5 N., R. 35 E. W.M.

T. 5 N., R. 36 E. W.M.

City of Milton-Freewater
127-434

H & R Meyers
222-442

200 d.

40'

49287-B

Ease.-Slopes & Dr.

160'

② 3260 o' ±

20'

① 2365 o' ±

49287-A

20'

M. & H. Lewis
283-180

80'

1400 o' ±

49287-C

35'

49287-D

5975 o' ±

130'

Ease.-Detour

WALLA WALLA

D

D

9

JUN 22 1976

OREGON STATE HIGHWAY DEPARTMENT		
From	As Shown	
For	RW	
Highway	County Road	
County	Umatilla	
Scale 1" = 50'	Date April, 1976	

FAS 30-11L
Umatilla Co.

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 22, 1976

Hon. F. K. Starrett, Chairman
Umatilla County Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Dear Chairman Starrett:

RE: Walla Walla River (Milton-Freewater) Bridge, FAS 30-116, S.E. 15th Ave.
Br. No. 10724A

Attached for your review and approval are two copies of Drawing 31456, marked "preliminary", plan and elevation sheet for the above bridge.

The present estimated cost of the structure, including allowances for engineering and contingencies, is $200,000. It is anticipated the approach work and the Milton Ditch structure can be accomplished within the original estimate of $270,000.

We are asking for your approval at this time so that everyone is up-to-date before the final plans are prepared. Please sign and return one copy of the drawing if acceptable.

If you have any question, do not hesitate to contact W. C. Ferguson, telephone 276-7011, or myself.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Attachments

cc L. L. Wallace
T. G. Thompson
R. H. Prange
W. C. Ferguson w/attach

RECEIVED
COUNTY & CITY SECTION
JUN 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Form 81-734-3123

8521

Milton Freewater

Salem, Oregon
June 21, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49287 - A thru E
Walla Walla River (Milton - Freewater) Bridge Section
S.E. 15th Avenue
Umatilla County

Attached are 5 descriptions and an authorization covering R/W and easements for the subject section.

Umatilla County is to acquire the R/W for this project, which is scheduled for August 26, 1976 and R/W prints will be submitted soon.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8521

FAS 30-116
Umatilla Co

UMATILLA COUNTY

ROAD OFFICE
PENDLETON, OREGON

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE ☒
☐ RDE

JUL 3 1976
RECEIVED
REGIONAL OFFICE

June 2, 1976

Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Dear Roger:

George Strawn of your office contacted me about the small bridge part of the Union Street Bridge Project in Milton-Freewater. In regards to the present footbridge, if the project is constructed per our request and the culvert is sixty (60) feet long it should do away with the need for the footbridge.

Pertaining to the above our request is still the same, however, should further questions arise do not hesitate to call.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Roadmaster

CVE/bb

RECEIVED
COUNTY & CITY SECTION
JUL 7 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

by Hal Reynolds

City agrees to eliminate foot Br.
(Jack King D.P.W. 7/6/76, via phone)

C.C. Bill Cole

8521 D

Umatilla

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 1, 1976

Re: Walla Walla River (S.E. 15th, Milton Freewater) Bridge Section
FAS 30-116, RS 30-116(1)

Hon. F. K. Starrett, Chairman
Umatilla Board of Commissioners
County Courthouse
Pendleton, Oregon 97801

Dear Chairman Starrett:

Attached are three copies of a Construction Finance Agreement for the above subject project.

Please examine the agreement carefully and, if found to be acceptable, execute as required on page 3 and return the three bound copies to me for further processing. A copy will be furnished to you upon final execution by the Highway Division.

Also enclosed are four copies of Right-of-Way and Utility Certification. It is my understanding that no additional right-of-way is necessary; however, a temporary easement will be necessary for the detour during construction. It is suggested you contact Mr. Verne Allen Region 5 Right-of-Way Supervisor, 1102 K Avenue, La Grande, telephone 963-8446 for the proper method of obtaining this easement. Please return three copies of the certificate to me after the appropriate items have been checked.

Do not hesitate to call if you have any question.

PROJECT MANAGEMENT
JUN 02 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | Return

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

RCL:je
Attachments

cc: Robert H. Prange
Verne Allen
Carlos Van Elsberg
W. C. Ferguson

Form 81-734-3123

#5521

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Walla Walla River (Milton-Freewater) Br.
Highway: F.A.S. 30-116 (S.E. 15th Ave.)
County: Umatilla
Prefix: 530-1923
Res. Engr:

Date May 12, 1976
Ten Year Traffic Coefficient 8.0
18 kip s.a. per day 95.5
R value 12
Frost Penetration 30"±
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
4.0"	A.C.	8.0
2.0"	A.L.	2.0
12.0"	A.B.	12.0
19.5"		25.0"

NOTED
E. S. HUNTER

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Deputy State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
MAY 13 1976

8521

FAS 30-116
Umatilla Co.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 6, 1976

SUBJECT: Walla Walla River
(Milton-Freewater) Bridge
S. E. 15th Avenue
FAS-C 30-116
Umatilla County

S. E. 15th (Milton Ditch)
FAS-C 30-116
Umatilla County

TO: Memo to File

The subject crossing of the Walla Walla River is located at the south-eastern city limits of Milton-Freewater. Purpose of the project is replacement of the existing 170-foot steel truss bridge; also included in this project is the replacement of the narrow bridge at the Milton Ditch crossing of S. E. 15th Avenue.

WALLA WALLA RIVER BRIDGE

There are no reports of the Walla Walla Bridge or the county road ever having been flooded. Both banks of the river have been built up with dikes and are protected with riprap. Scour has not been a problem.

Hydrology

The Walla Walla River drains an area of approximately 163 square miles at the crossing. Information from the Corps of Engineers indicates that the following discharges could be developed at the crossing.

25-year flood	3,750 cfs
50-year flood	5,600 cfs
100-year flood	7,500 cfs

Flood history--large peaks:

30 May 1906	8,130 cfs
1 April 1931	8,880 cfs
3 January 1965	9,000 cfs (flood analysis est.)

Highwater elevations at this crossing are not available.

A 50-year design discharge of 5,600 cfs was selected for this study.

RECEIVED
COUNTY & CITY SECTION
MAY 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Summary

The County desires a new concrete structure 175 feet in length; however, a shorter bridge length could be used and still pass the design discharge without adverse effects. The existing bridge (on a 19° skew) has two piers in the channel which are skewed approximately 19° to the flow pattern. At the design discharge, these piers could create approximately 1.4 foot of backwater. If the piers were aligned with the flow, the backwater would be reduced to about 0.3 foot.

It is suggested that two alternates be considered for the proposed crossing:

(1) A clear span with vertical abutments providing a bridge opening of approximately 108 feet measured normal to the flow at the design highwater elevation of 1092.1 (elevations as indicated on the vicinity map Drawing #31386);

(2) A 3-span structure using a 70 to 90-foot center span with 2:1 embankment slopes, providing a bridge opening of 108 feet measured normal to the flow at design highwater elevation of 1092.1 feet. The piers should be aligned with the channel flow to reduce backwater.

Both alternates will create less than 0.5 foot backwater.

At the design discharge, average flow velocities could be 10-11 fps. Any fresh embankment slopes should be protected with class 700 riprap.

Detour

The field has proposed using a pipe crossing for a detour during construction. Attached is a chart showing the average maximum monthly discharges as determined using data from stream gages located on the North and South forks of the Walla Walla River. Averages were developed using the records for the water years 1964-1974. As indicated on the chart, two 60" CMP culverts would be required at the detour during the months of July through October; three 84" CMP culverts are required from June through November; and three 90" CMP culverts are required from February through December. During the month of January, a pipe crossing is not recommended for the detour.

MILTON DITCH

The proposed project is to replace the narrow bridge over Milton Ditch at S. E. 15th Avenue. The existing structure is 19 feet in length and 21 feet wide. The field has proposed a 4'x3'x58' RCBC as the replacement structure.

Bill Porfily, Watermaster at Pendleton, indicated that Milton Ditch has water rights amounting to 15.5 cfs. The record maximum flow was 18.0 cfs and he suggested that the proposed structure be designed for 20.0 cfs.

The existing bridge provides approximately 19 square feet of waterway area. At the design discharge of 20.0 cfs, the proposed 4'x3' RCBC will create approximately 0.7 foot additional headwater than the present structure. A 6'x3' RCBC will reduce the additional headwater to approximately 0.2 foot. It is suggested that a 6'x3' RCBC be the smallest sized replacement structure.

RICHARD L. LENZ
Hydraulics Engineer

By Von E. Hemmert

Von E. Hemmert
Hydraulics Specialist

VEH:ba

Attachment

cc: Frank E. Terpin
W. E. Schwartz
Don Harwell
Walt Hart
Hal Versteeg

Average Maximum Monthly Discharges
Walla Walla River
Milton-Freewater
(average of records from the North & South Forks of the Walla Walla R.
1964 - 1974 Water Years)

3 - 90" CMP

3 - 84" CMP

2 - 60" CMP

Maximum Daily Discharge (cfs)

2000
1800
1600
1400
1200
1000
800
600
400
200
0

Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec.

46 0700

K&E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs	5,600	7,500	9,000
Discharge - m^3/s	158.6	212.4	—
Frequency – yrs.	50	100	—
H.W. Elevation Natural Channel ft.	1092.1	1093.8	—
H.W. Elevation Natural Channel m.	332.9	333.4	—
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.	—	—	—
Average Velocity fps	10-11	11-12	—
Average Velocity mps	3-3.4	3.4-3.7	—

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: H.W. elevation 1092.1 = 1097.6 Feet MSL

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Walla Walla River (Milton-Freewater) Bridge
FAS 30-116 S.E. 15th Avenue

Umatilla County

COMPILED BY:	DATE:
V. E. Hemmert	May 4, 1976

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton. 97801
8 April 1976

To: Mr. W. E. Schwartz
Regional Engineer
La Grande

SUBJECT: Narrative Report

Walla Walla River (Milton-Freewater) Bridge
S.E. 16th Ave. FAS-C 30-116
Umatilla County
Survey Prefix 530-1923

S.E. 15th (Milton Ditch)
FAS-C 30-116
Umatilla County

The purpose of this survey was to prepare a vicinity map for replacement of the Union St. Bridge over the Walla Walla River at Milton-Freewater.

We have proposed a slight alignment revision to fit existing streets and roads. It will be necessary to provide a detour during construction. During low water period, a pipe crossing could be used. Additional R/W will be required due to the alignment shift and the widened section.

Power lines will be in conflict and require adjustment. Foundation exploration work has been performed.

Information on the Milton Ditch crossing of Union St. was also included in this survey.

Both dikes have a roadway on top that is used by the water district and the Corps of Engineers. Connections will have to be provided.

I question the need for the 40 ft. width shown on the Survey Order. The next bridge above this one is 32 ft. and the roadway is less.

Returned in Pile 4/15/76

RECEIVED
APR 13 1976
LOCATION SECTION

W. C. Ferguson
Resident Engineer

WEF:ll

SPECIAL PROVISIONS

WALLA WALLA RIVER BRIDGE(MILTON-FREEWATER)SECTION

Southeast 15th Avenue
Milton-Freewater
Umatilla County

Structures, Grading and Paving

WORK TO BE DONE

The work to be done under this contract consists of the following work:

1. Construction of one reinforced concrete bridge and a reinforced concrete box culvert.

2. Performance of such additional and incidental work as is called for by specifications and plans.

APPLICABLE STANDARD SPECIFICATIONS

Edition of 1974"Standard Specifications for Highway Construction" and supplemental specifications.

SECTION 104-SCOPE OF WORK

104.05 Maintenance of Traffic Through the Work:
The contractor will construct the detour and remove the detour as part of the work on this contract

SECTION 106-CONTROL OF MATERIALS

Standard specifications pertaining to material purchased from commercial sources within the vicinity of Milton-Freewater.

SECTION 111-TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Standard specifications

SECTION 202-REMOVAL OF STRUCTURES AND OBSTRUCTIONS

Standard specifications pertaining to the removal of the existing structures and disposing of same.

SECTION 203-EXCAVATION AND EMBANKMENT FOR ROADWAYS

Standard specifications; no payment will be made for the hauling of this material but will be paid for under this bid item. No bid item of "finishing roadbed and slopes" will be made but paid for under section 203.

SECTION 233-WATERING

Standard specifications

SECTION 251 - STRUCTURE EXCAVATION AND BACKFILL FOR BRIDGES

Standard specifications

SECTION 304-AGGREGATE BASE

Standard specifications

SECTION 403-ASPHALT CONCRETE PAVEMENT

Standard specifications pertaining to aphalt concrete in mix and the asphalt cement in mix. If any tack coat asphaltor any prime coat asphalt is required, these will be paid for under the specification "asphalt concrete pavement mix".

PART 500 - STRUCTURES

Standard specifications pertaining to the construction of a reinforced concrete bridge and a reinforced concrete box culvert

SECTION 603-CULVERT PIPE

Standard specifications

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

ection WALLA WALLA RIVER BRIDGE Unit

ighway S. E. 15th Avenue (Milton-Freewater) County Umatilla Prefix 530-1923-901

ength 0.09 Designer Draftsman Date April 12,1976

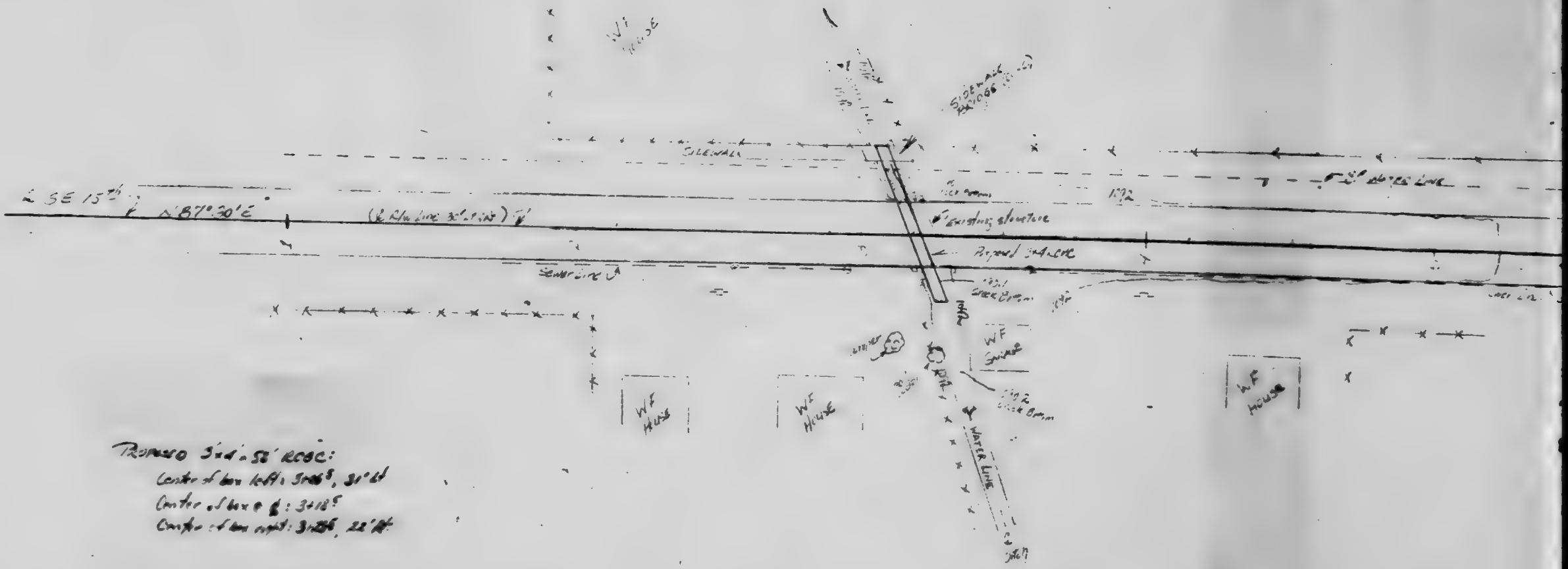
Grading and Surfacing Items

	Item	Unit	Net	10% Allow	Gross	Price	Amount
	Temp. Prot. & Direct. Meas. for						
	Traffic	all			all	lump	
	Temp. Signs	sq. ft.			all spec.		
	Temp Contin. Med Barrier	lin. ft.			all spec.		
	Temp Guide Posts	each			all spec.		
	Flagman	hour			all spec.		
	Construct & Remove Detour	all			all		
	Removal of Structures	all			all	lump	
	General Excavation	cy			814		
	Watering	M-gal.			8		
0	Aggregate in Bottom Base	ton			880		
1	Aggregate in Top Base	ton			144		
2	Asphalt Concrete Mix	ton			283		
3	Asphalt Cement in Mix	ton			19		
4	36" Culvert Pipe	lin. ft.			6		
5	Reinforced Concrete Box Culvert	all			all		
6	Reinforced Concrete Bridge	all			all		

Total

* CONSTRUCT 3'×4' RCBC
Length - 38'

GROVE SCHOOL



ROMERO 3'×4'×38' RCBC:
Center of box left: 3+48.5, 31°61
Center of box @ ℄: 3+18.5
Center of box right: 3+256, 22'0"

S.E. 15th (Mill Creek Ditch) Sect.

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SE 15th Ave: Milton-Freewater
Umatilla County
FAS 30-116

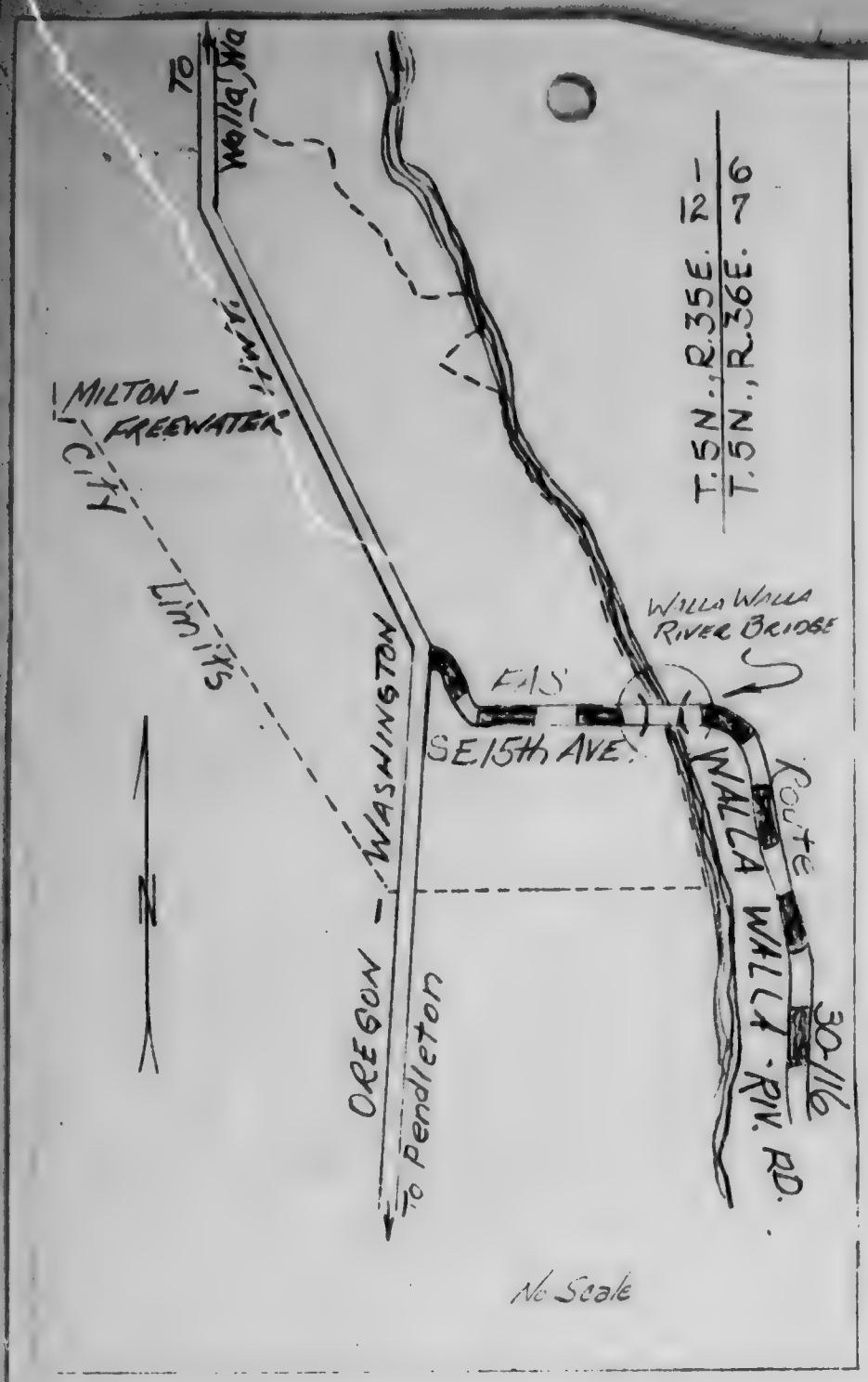
Section 12, T5N, R35E, WM

...IE SCHOOL

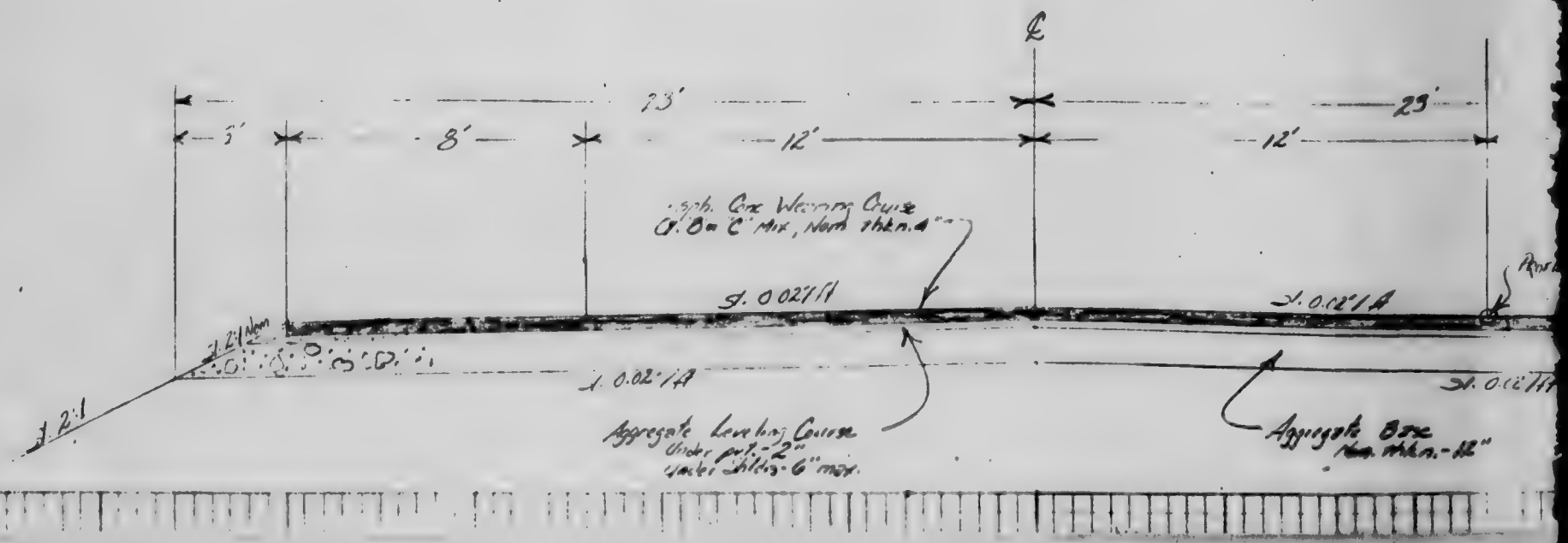
...E 15TH AVE

N 87°30'E

SCALE: 1" = 50'



Plan Scale : 1" = 50'



NOTE:
Station 10+50.0
Angle point - 8°36' Left
from RIW ℄ to proposed
construction ℄:
MAIN LINE: 10+50

S.E. 15th Ave.

℄ City of Milton-Freewater
Right-of-Way (66' R/W)

WILKESBORO ST.

TOP EDGE DIKE

TOP EDGE DIKE

EDGE WATER 2:20 ±

EDGE WATER 2:20 ±

WALLA WALLA RIVER

LAWN AREA

LAWN AREA

EXIST Riprap

EXIST Riprap

Proposed ℄

8°36'

Existing road about top of dike (to be retained)

6" STEEL WATER PIPE (ABANDONED)

Existing road along top of dike (to be retained)

DRIVE (ACCESSIBLE USE ONLY)

1088
1090
1092
1094
1096
1098
1086
1084
1082

TOP EDGE

TOE DIKE

29'
8'
3'

RIPRAP GRADE

O.C.E. 1A

SLOPE

SLOPE

GARDEN PLOT

WOOD FRAME HOUSE

6" STEEL WATER PIPE (ABANDONED)

APPLE TREE

TOE OF FILL SLOPE

DRIVEWAY

Abandon 24" Pipe

1098

1096

1094

1092

1090

1088

1086

1084

1082

1080

BRUSHY PASTURE (TALL WEEDS)

15+50 : Match existing pavement

WOOD FRAME HOUSE

NOTE: ○ Power Poles also carry 6 lines.

Lines cross ℄ @ 15+05±

NOTE: EXTEND 34" CMP STA. 15+18± 6'±Lt.

EDGE WATER 2.20.70

TOP EDGE DIKE

TOE DIKE

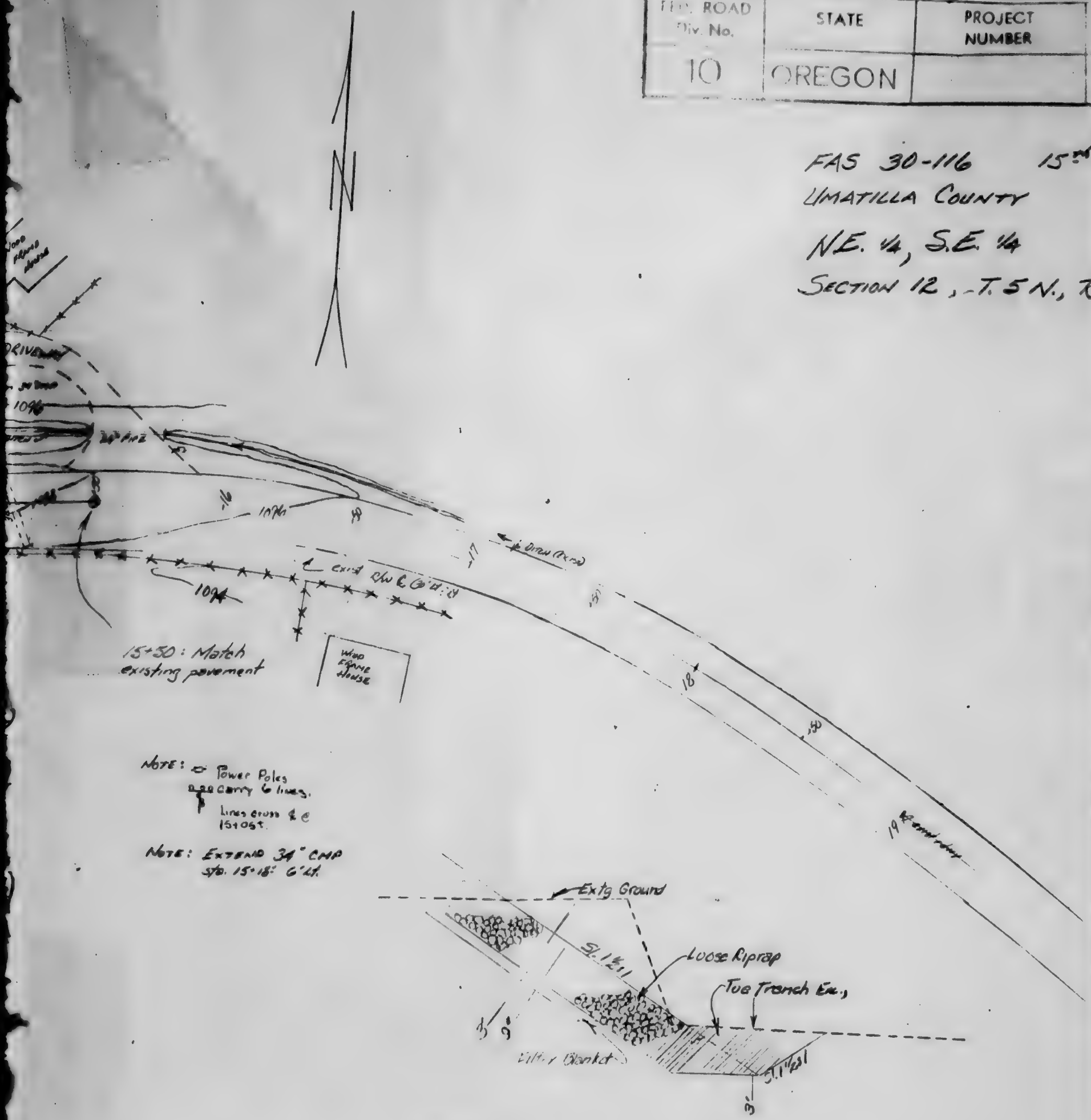
RIP RAP SEAT

WALLA WALLA RIVER

(MILTON-FREEWATER) BRIDGE

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	

FAS 30-116 15th,
UMATILLA COUNTY
N.E. 1/4, S.E. 1/4
SECTION 12, T. 5 N., R.



NOTE: ○ Power Poles carry 6 lines.
Lines cross ℄ @ 15+05 ℄.

NOTE: EXTEND 34" CMP sta. 15+18: 6' Lt.

RIP RAP SECTION AT BRIDGE ENDS

8521

for 30-116 Umatilla Co

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-30-116(1)

STATE PROJECT NO.: See below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G.L. Green, Division Administrator
Salem, Oregon
3-12-76

PROGRAM NO.:

ITEM NO.: RS-87

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2/13/76	3/12/76	Secondary Route 30-116 / County Road

GENERAL LOCATION:

"SE 15th Avenue at Milton Ditch-
Walla Walla RIver Bridge (Milton-Freewater)"

RECEIVED
COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/13/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/9/76 letter I approve the program change as follows:

1. Character of proposed work: PE, one structure and [redacted] box culvert.
2. Termini: County road-SE 15th Avenue at Milton Ditch and Walla Walla River Bridge ((Milton-Freewater).
3. Cost revision (Construction): Total estimated cost $290,000, Federal funds $226,200.

You are authorized to proceed with the necessary work under the provisions of your approved secondary road plan.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/12/76	F. B. Klaboe	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

85 21

March 9, 1976

TO: G.L. Green, Division Adm.
Federal Highway Administration

FROM: L.W. Rulfen
Project Management Engineer

SUBJECT: Program Change
Project No. RS-30-116(1)

We hereby request your approval of a program change on the subject project to include in the character of proposed work, "Construct reinforced concrete box culvert and necessary roadway approaches," required to replace the existing sub-standard Milton Ditch Bridge which has a length of 19 feet and horizontal clearance of 21 feet. It is proposed to accomplish this work in conjunction with the future contract for replacement of the Walla Walla River bridge.

The following changes will be necessary in the Program Data and the items should now read:

1. Character of Proposed Work: P.E. one bridge, box culvert

2. Termini: Co. Rd., S.E. 15th Ave. at Milton Ditch and Walla Walla River Bridge (Milton-Freewater)

We further request, concurrent with approval of the program change, authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the additional work at an estimated increase in total cost of $15,000 with additional obligation of $11,700 in federal funds.

CL:jw

8521

fas 30-116 Umatilla Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

February 18, 1976

FILE: PRO 4-3

FROM: L. W. Rul[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
SE 15th (Milton Ditch) Sect.
FAS-C 30-116
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

APPRO[illegible]
E S Hunter
Date 2-18-76

RECEIVED
STATE HWY ENGR
FEB 18 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 19 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-30-116(-)
SE 15th (Milton Ditch) Section
FAS-C 30-116
Umatilla County
Project Assessment

DATE: February 9, 1976

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's 1/20/76 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

BEN GIFFORD

PROJECT MANAGEMENT
FEB 11 '76
REFER TO
Info | Investigate | R/D | Action | File

RECEIVED
STATE HWY ENGR
FEB 11 '76
TO
FOR
Info | Invest | R/D | D.R. | Sign | Act | File

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 13, 1976

A. PROJECT IDENTIFICATION

Name of Project S.E. 15th (Milton Ditch) Section RS-30-116(-)
(Section)

Location of Project FAS-C 30-~~115~~ -116
(Highway Name) (Highway No., US - ORE)

Milton-Freewater (City) | Umatilla (County) | V (Region)

Program FAS (Funding) | To be determined (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To eliminate narrow and dangerous bridge over irrigation ditch. Existing structure is in weakened condition from vehicle collisions with bridge rail.

Origin and History: City of Milton-Freewater, local school district have petitioned County Court (Board of Commissioners) to replace the structure.

C. DESCRIPTION OF PROJECT

Length N.A. - at crossing of Milton Ditch

Termini

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N.A.

Typical Section Existing Section 2 travel lanes with shoulders.

Structures Existing structure 19' in length - 21' wide.

Characteristics (ADT) 2,000 peak usage may run as high as 7,000 during community events and hunting season .

Other General Information (or Supplemental information to items)
Structure has been repeatedly struck by vehicles. Proximity of school bus loading and unloading zone at school presents very hazardous situation. It is anticipated that this project will be contracted with the Walla Walla River Bridge project.

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Widen existing structure which is not economically or engineering sound.
2. Replace structure with culvert (metal) which would not have the life length of a RCBC.
3. Do nothing.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Project lies in a urban setting, grammar school lies east and adjacent to the Milton Ditch. No trees or shrubs would be disturbed by the construction.

Topography is level with drainage flowing northerly.

Milton Ditch is an irrigation ditch, does not contain fisheries resources, and would not be considered significant habitat.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Project lies in an urban setting. Minimal increase in noise levels in anticipated during construction, no permanent increase.

Milton Ditch is involved. No changes in traffic pattern are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   NA - none required.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   No

   Consequences:

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

NA

7. Potential for Controversial Issues:

NA

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

8521

Fas 30-116
Umatilla Co
(prior Accounts)

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-30-116(1)
STATE PROJECT NO.: See below
COUNTY NAME: Umatilla
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G.L. Green, Division Administrator
Salem, Oregon 2-13-76

PROGRAM NO.

ITEM NO.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/13/76	2/13/76	Secondary Route 30-116
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
"Walla Walla River (Milton-Freewater)
Bridge Section"

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $20,000 -
☐ OTHER (Specify) Federal Funds $15,600.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/13/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/30/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $275,000, Federal funds $214,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons therefor.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/13/76	F. B. Klaboe	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/13/76

BY (Signature): L.W. Rulien's letter of 1/30/76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
87	RS-30-116(1)	0.032	295,000	230,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

Walla Walla River
(Milton-Freewater)
Bridge
Umatilla County
State of Oregon

Work

Preliminary Engineering including utility preparatory work and one structure.

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ WE ☐ AE ☐ UE
☐ UPE ☐ RE ☐ RE ☐ RPE

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/13/76	G.L. Green, Division Administrator

* * Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., Walla Walla Riv. Br. (Milton-Free water)	ADT	PRESENT: DHV-120 1,200	FUTURE: 1,800	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., one bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): RS-	NUMBER: 30-116	
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA: ----							COUNTY NAME: Umatilla	CODE: 059	
									ROUTE NO. S	FEDERAL-AID: 30-116	STATE: Co. Rd.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1					PE		Co. Rd., S.E. 15th Ave. at Walla Walla River Bridge (Milton-Freewater)	0.032	20,000	15,600	4,400	----
3					ROW							
3					CONST (CODE) X080		"Walla Walla River (Milton-Freewater) Bridge Section"	0.032	275,000	214,500	30,250	30,250 (Co.)
							PROJECT TOTALS	0.032	295,000	230,100	34,650	30,250 (Co.)

CARD 1 | CODE 1 | PREPARED BY: CL

CARD 1 | 14 | PROGRAM APPROVAL DATES

FEB 13 1976

FHWA OREGON DIVISION

REMARKS

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Walla Walla Riv. Br. (Milton-Freewater)	ADT	DHV-120 1,200	1,800	96	10	Oregon	41	075	87

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								RS-	30-116	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Umatilla	059	1 OR X 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	S	30-116	Co. Rd.	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., S.E. 15th Ave. at Walla Walla River Bridge (Milton-Freewater)	0.032	20,000	15,600	4,400	----	P.L. all phases incl. P.E. by utility forces. Const. reinf. conc. bridge (L-170'), remove existing str. provide detour, const. approach roadways, install guardrail & riprap.
ROW								
CONST (CODE) X080		"Walla Walla River (Milton-Freewater) Bridge Section"	0.032	275,000	214,500	30,250	30,250 (Co.)	ROW - 60' min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.032	295,000	230,100	34,650	30,250 (Co.)	

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PREPARED BY: CL

FHWA APPROVAL DATES

3 1976

OREGON DIVISION

REMARKS

-Over-

WALLA WALLA RIVER (MILTON-FREEWATER) BRIDGE SECTION

PROJECT NO. BS-30-116(1)

Existing Facilities: Present bridge #10/24 is a steel pony thru truss 170 feet in length with a horizontal clearance of 22 feet.

Adjacent Sections: Roadway consists of 22-foot A.C. surface with 3-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct temporary detour structure, remove existing structure and construct, on existing alignment, a reinforced concrete bridge 170 feet in length with a horizontal clearance of 40-feet, grade and pave roadway approaches, install guardrail and riprap. Utility adjustments required including preparatory work.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: Approximate 10-foot strip of additional right-of-way required on each side of the existing roadway for approach roadways.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on November 26, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated January 6, 1976 and December 22, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Ac (Category 3 project).

(b) Location/Design--Not a factor in the developm project.

Data for PR-37:

Preliminary Engineering----Field Work	$ 9,500
P.S. & E. Preparation	10,500
Total	$20,000

Note: This project is in Congressional District No.

LLA RIVER (MILTON-FREEWATER) BRIDGE SECTION

PROJECT NO. RS-30-116(1)

: Present bridge #10724 is a steel pony thru truss
th with a horizontal clearance of 22 feet.

Roadway consists of 22-foot A.C. surface with 3-foot
.

under this project consists of the following:

engineering all phases.

emporary detour structure, remove existing structure
ct, on existing alignment, a reinforced concrete bridge
length with a horizontal clearance of 40-feet, grade
dway approaches, install guardrail and riprap. Utility
required including preparatory work.

orts, Railroads, Water Developments, Historical and
s: None involved.

m Design Standards: None.

Way: Approximate 10-foot strip of additional right-of-way
side of the existing roadway for approach roadways.

nts: Non-major action project concurred in by FHWA on
.

nts: State Clearinghouse and District 12 Clearinghouse
val letters dated January 6, 1976 and December 22, 1975

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 project).

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering----Field Work	$ 9,500
P.S. & E. Preparation	10,500
Total	$20,000

Note: This project is in Congressional District No. 2.

8521

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 9, 1976

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-30-116(-)
SE 15th (Milton Ditch) Section
FAS-C 30-116
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's 1/20/76 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
FEB 11 1976
Office of Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
FEB 11 '76
10
FCB
Init. | Inves. | R/D | Dft. | Sign | Act. | File

8521

PRO 6-2

January 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-30-116(1)

We are submitting program data for one project, Item No. 87, Project No. RS-30-116(1), "Walla Walla River (Milton-Freewater) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highay Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $20,000 with obligation of $15,600 in Federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $275,000 with obligation of $214,500 in Federal funds.

One copy each of the State Clearinghouse and District 12 Clearinghouse A-95 review approval letters were previously forwarded.

CL:md

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-81)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., Walla Walla Riv. Br. (Milton-Free water)	ADT	PRESENT: DHV-120 1,200	FUTURE: 1,800	YEAR: 96	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., one bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): RS-	NUMBER: 30-116	
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA: ----	COUNTY NAME: Umatilla	COD: 059	ROUTE NO.: S	FEDERAL-AID: 30-116	STATE: Co. Rd.	U.S.: ----			

CARD 5 LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1								ESTIMATED PROJECT COST BY PHASES			
5				PE		Co. Rd., S.E. 15th Ave. at Walla Walla River Bridge (Milton-Freewater)	0.032	20,000	15,600	4,400	----
5				ROW							
5				CONST (CODE) X080		"Walla Walla River (Milton-Freewater) Bridge Section"	0.032	275,000	214,500	30,250	30,250 (Co.)
						PROJECT TOTALS	0.032	295,000	230,100	34,650	30,250 (Co.)

CARD 1 CODE 1 PREPARED BY: CL

CARD 1 CODE 14 PROGRAM APPROVAL DATES

REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Walla Walla Riv. Br. (Milton-Freewater)	ADT	DHV-120 1,200	1,800	96	10	Oregon	41	075	87

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								RS-	30-116	(1)		

FUNDS: Rural Secondary

COUNTY NAME: Umatilla CODE: 059

ROUTE NO.: S FEDERAL-AID: 30-116 STATE: Co. Rd. U.S.: ----

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., S.E. 15th Ave. at Walla Walla River Bridge (Milton-Freewater)	0.032	20,000	15,600	4,400	----	P.E. all phases incl. P.E. by utility forces. Const. reinf. conc. bridge (L-170'), remove existing str. provide detour, const approach roadways, install guardrail & riprap.
ROW								
CONST (CODE) X080		"Walla Walla River (Milton-Freewater) Bridge Section"	0.032	275,000	214,500	30,250	30,250 (Co.)	ROW - 60' min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.032	295,000	230,100	34,650	30,250 (Co.)	

ESTIMATED PROJECT COST BY PHASES

PREPARED BY: CL

APPROVAL DATES

REMARKS

-Over-

8521

PRO 6-2

January 30, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
87	RS-30-116(1)	Walla Walla River (Hilton-Freewater) Bridge Section #7511-2-540

CL:md

Encl.

cc: D. E. Swan (2)

8521

fas 30-116
Umatilla Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 9, 1976

FROM: Robert H. Prange
Rural Engineer

SUBJECT: FAS Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Umatilla. Section: Walla Walla River (Milton Freewater) Bridge
FAS 30-116 (formerly FAS 471)

Termini: Easterly city limits of Milton-Freewater.

Proposed Work: Structure and culvert, and all phases of preliminary engineering.

Project Length: Approximately 1,200 feet.

Costs:	Total	Federal	State	County
Preliminary Engineering	$ 20,000	$ 15,600 (State)	$ 4,400	$ --
Construction	275,000	214,500	30,250	30,250

Existing Facilities: Bridge No. 10724 is a pony-through truss, 170 feet long with a 22-foot roadway. Small structure just west of the bridge is a reinforced concrete slab bridge 19 feet long and 21 feet wide.

Adjacent Sections:

East End:
West End: } 22-foot asphalt concrete roadway with 3-foot gravel shoulders.

Project Data: All phases of preliminary engineering (state cost). Construct a reinforced concrete bridge approximately 170 feet long with a 40-foot roadway and also construct a reinforced concrete box culvert 60 feet long. Contractor will construct and maintain detour, be responsible for signing during construction, construct the approaches and connections, install the guardrail, remove and dispose of the existing bridge, and place riprap.

State is to make survey and plans, and prepare options for additional right-of-way and award the contract.

State is to do all the engineering.

Right-of-Way: 60 feet. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Route Data: This is a local city which connects to a county road and is a school bus and mail route, and also a farm-to-market road.

Public Hearing:

Negative Declaration:

Park and Recreation Area Affected: None in area.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved:

Clearinghouse Approved: December 22, 1975.

Council of Governments:

U. S. Army:

Approved by D.O.T.: September 24, 1975

ADT:	DHV:
1976--1,200	1976--120
1996--1,800	1996--180

HR:sch

Attachments

8521

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div

PROJECT TITLE: Walla Walla R. Bridge Umatilla

DATE: January 6, 1976

The state has reviewed your project and reached the following conclusions:

1-7-76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

☑ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☑ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JAN 7'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7511 2 540

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
MARIE STEPHENS

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7511 2 540 Due Date: DEC 12 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologist (Jim Phelps, 276-2344, Pendleton) be contacted during the planning stages.

RECEIVED STATE HWY ENGR
JAN 7 '76
FOR REFER TO
Info
Inves
R/D
D/R
Sign
Act
File

Agency Fish & Wildlife

By William F. Petrey
Environmental Management Section 12/11/75

8521

FAS 30-~~116~~? Umatilla Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 8, 1975

FILE:

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer
Project Management Section

SALEM

SUBJECT: FAS-C Application, Box Culvert
S.E. 15th (Milton Ditch) Sect.
FAS 30-115 ~~30-116~~?
Milton-Freewater
Umatilla County

Attached is an application and environmental assessment submitted by Umatilla County for the above project.

The County requests the project be let in conjunction with the proposed replacement of the Walla Walla River Bridge on S. E. 15th which was applied for earlier. This should allow a better price on the R.C.B.C.

Field work on the Milton Ditch Section should require only a minimal amount of time. If approval of the application could be expedited, we should have no problem in coordination.

Please advise if further information is required.

RCL:sh
Attachments

cc Umatilla Board of Commissioners
Carlos Van Elsberg
W. C. Ferguson

RECEIVED
COUNTY & CITY SECTION
DEC 10 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY-CITY
FEDERAL AID
INVENTORY-NO.
REMARKS:
DEC - 9 1975

Rev. 10/29/75

☐ RE ☐ RCE ☐ RBE ☐ RME

☐ ROE ☒

NOV 20 1975

RECEIVED REGIONAL OFFICE

☐ RDE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Umatilla FAS No. 30-116 Date November 14, 1975
County Road Name Walla Walla River
Section Name S.E. 15th (Milton Ditch) Section
Type of Project Bridge (Box Culvert)
Location of Project (Attach sketch map) _____
ADT 2000 Design Speed _____

Is this request for county bridge design only? Yes _____ No _____
county FAS bridge design? Yes X No _____
Will County hire consultant for this project? Yes _____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type _____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width _____

2. Shoulders: Type _____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side _____ Total Top Width _____

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired _____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs _____

RECEIVED
COUNTY & CITY SECTION
DEC 10 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control?
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.) Yes_____ No_____

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width 21
Travelway width and surface 21, _____
Shoulder width and surface ____, _____

Remarks re Section I: Purpose of this project is to replace the substandard structure with a box culvert ~~or steel pipe~~

II. BRIDGE PROJECT DATA

1. Name of river or stream Hudson Ditch

2. Name of bridge N.A.

3a. Dimensions of existing bridge. Length 19' Roadway Width 21' Type Concrete
b. Dimensions of existing approaches. Type Asphal Width 21' Shoulders 4'

4. Type of design and material used in existing bridge. Concrete

5. Location (please attach map with location marked):
Section 12 Township 5 N Range 35 E W.M.

6. Desired width of proposed bridge 60' Approx. length 20'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes X No
Upstream X Downstream X Width 4'

8. Does County wish a particular type of bridge design? Yes X No
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes No X
Explain

10. Foundation Testing: By County? Yes No X
By State? Yes X No

11. Will County close road during construction? Yes No X

12. Can presently established road be used as detour? Yes No X

13. Must a new detour be constructed? Yes X No

14. Will detour be constructed & maintained by County: Yes No X

15. Will detour be constructed & maintained by Contractor? Yes X No

16. Will County sign project outside work area during construction? Yes No X

17. Will Contractor sign project outside work area during construction? Yes X No

18. Approaches or Connections: By County? Yes No X
By Contractor? Yes X No
Traveled surface: Type Asphalt Width 24'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No

N.W. quadrant distance from structure
N.E. quadrant distance from structure
S.W. quadrant distance from structure
S.E. quadrant distance from structure

Urban setting

20. Guardrail: Desired on approaches or connections: Yes_____ No N/A
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by County? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No X
By Contractor? Yes X No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities: Irrigation ditch crossing

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed? Yes_____ No X

26. Does County wish complete job of illumination in project? Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Project should be designed and scheduled so irrigation service will not be disrupted

added

28. Existing roadway on either side of bridge:

N or E Side -	Travelway surface and width	Asphalt	21'
	Shoulder surface and width	Gravel	3'
S or W Side -	Travelway surface and width	Asphalt	21'
	Shoulder surface and width	Gravel	3'

Remarks re Section II: Approaches to road in vicinity will have minimul effect on project. PRESENT Ditch Flow 15.7 CFS - Record 18 CFS - Ditch Company RECOMMENDS minimum of 20 CFS - 3'X4' should meet NEEDED REQUIREMENTS

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No
   By Consultant? Yes No
   By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum _____

2. Is any additional right of way needed? Yes _____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes _____ No _____

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No _____

5. Should State prepare options? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____

7. Is there any merchantable timber on right of way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes _____ No _____
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company: Telephone (Pacific Northwest Bell), Milton Electric Co-op, Irrigation (Hudson Bay Ditch).

13. Are utilities on existing right of way by permit ____ or by franchise ____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes X No _____
If yes, give name of irrigation company or district Hudson Bay Ditch
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.?
Yes _____ No X

25. Will railroad crossing be altered:
If yes, specify: _____ Yes _____ No _____

26. Traffic Control Signing:
To be part of project?
By County? Yes _____ No X
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.) Yes _____ No _____

27. Striping:
To be part of project?
By County? Yes _____ No X
By State at County expense? Yes _____ No _____
Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No X

29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance?
Yes _____ No X

Remarks re Section IV: _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County X State _____ Private _____ Other _____
3. Location: NW¼ NW¼ Section 36 Township 5 N Range 35 E W.M.
4. If County lease, what are royalty payments? N. A.
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course X Level Course X Mineral Aggregates _____
   Location A Same as above
   Miscellaneous Items _____

Remarks re Section V: _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 4,000.00
2. Available FAS Funds $ ADEQUATE
3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____
4. Date match money is available Immediate
5. Will there be any 100% County money? Yes _____ No X
6. Maximum amount of 100% County money available: $ _____
7. Date County request letting: Earliest possible date

Remarks re Section VI: REQUEST this PROJECT be let in Conjunction with the Walla Walla River Beidge

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement
2. Environmental
3. Public Hearing

} _____ Office
County Roadmaster Office
_____ Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By S. K. Strowd
County Judge or Comm. Chairman

By Barbara Lynch
County Commissioner

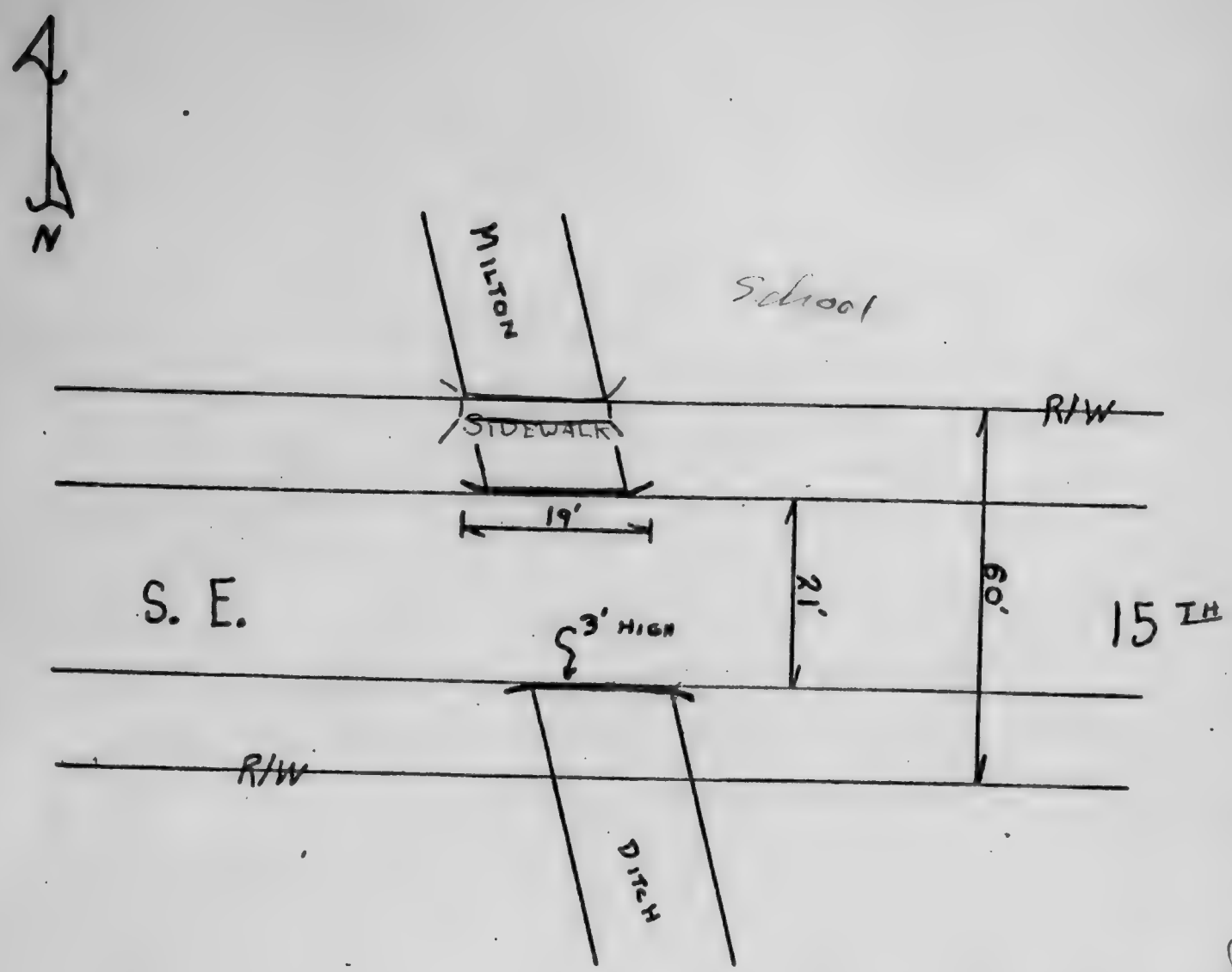
By Raymond Beevers
County Commissioner

By Cayce Van Elsberg
County Engineer of Roadmaster

County Umatilla

Date 11-15-75

BY D.H. DATE 10-30 SUBJECT MILTON DITCH BRIDGE SHEET NO. 1 OF 1
CHKD. BY DATE 75 ACROSS S.E. 16TH JOB NO. No SCALE



F.A.S. 30-116
Wall2 Wall2 River Road

Hudson Bay
Phaeant Virgo Creek
Creek
Ford
Cemetery
Walla Walla
Railroad
Union Pacific
Railroad
Oregon-Washington
Railroad
Union Pacific
Railroad
Milton
Reservoir
Reservoir
Little Walla Walla
Spofford
Cemetery
Sanitary Land Fill
Broadway
Catherine Ave.
Shields Ave.
City Park
Linden Dr.
Orchard Ave.
College Place
Hill Ave.
Parkview Dr.
Jacquelyn Ave.
Maple
Locust
Cherry
Balm
Walnut
Thorn Ave.
Main
Columbia St.
Oregon
Ireland
Wilson
Elizabeth
Parkside
Pearson
Hosford
Russell
Ward
Merrill
Cascade
Poplar
Evans
Robbins
Helen St.
Lydia Ave.
Powell Rd.
Freewater Hwy. No. 339
Hwy. No. 11
Hwy. No. 11
Hwy. No. 11

8521

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date Dec. 8, 1975

A. PROJECT IDENTIFICATION

Name of Project S. E. 15th (Milton Ditch) Sec
(Section)

Location of Project F.A.S.-C 30-115
(Highway Name) (Highway No., US - ORE)

Milton-Freewater (City) Umatilla (County) V (Region)

Program F.A.S. (Funding) $4,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To eliminate narrow and dangerous bridge over irrigation ditch. Existing steucture is in weakened condition from vehicle collisions with bridge Rail

Origin and History: City of Milton-Freewater, local school dist. have petitioned County Court (Board of Commissioners) to replace the structure.

C. DESCRIPTION OF PROJECT

Length N.A. — at crossing of Milton ditch —

Termini construct 55' to 60' of 3'x4' RCBC

Alignment ☐ New ☒ Existing ☐ Combined

Cy Kennedy ✓
12-8-75 RCL

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) NA

Typical Section Existing Sec 2-11' travel Lanes, 4' shldrs.

Structures Existing Struct 19' in length - 21' wide

Characteristics (ADT) 2000 peak usage may Run as high as 7,000 during Community events and hunting Season.

Other General Information (or Supplemental information to items)
Structure has been Repeatedly struck by Vehicles. Proximity of school bus loading and unloading zone at school presents very hazardous situation.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1 - Widen existing structure which is not economically or engineering sound
2 - Replace structure with culvert (metal) which would not have the life length of a RCBC
3 - Do nothing

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Project lies in a urban setting, GRAMMAR school lies east and adjacent to the Milton Ditch. No trees or shrubs would be disturbed by the construction.

Topography is level with drainage flowing northerly.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Project lies in an urban setting. Minimal increase in noise levels is anticipated during construction, no permanant increase.

Milton ditch is involved. No changes in traffic pattern are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

NA — NONE REQUIRED

Consequences:

2. Estimated Changes in Traffic Patterns:

NO

Consequences:

3. Estimated Changes in Land Use:

NONE

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

NONE

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

NONE

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

NA

7. Potential for Controversial Issues:

NA

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typ written report.
AVERAGE - Routine analysis. Short to medium length report including consider ation of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☒ Other *Assessment Only*

8521

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

December 1, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Union St. (15th Ave.) Bridge
County Road No. 503
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

APPROVED
E.S.H.
E. S. Hunter
Date 12-2-75

RECEIVED
STATE HWY ENGR
DEC 1 '75
REFER TO
FOR
Info | Invest | R-D | O R | Sign | Act | File

BEN GIFFORD

8521

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 26, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-30-116(-)
Union Street (15th Avenue) Bridge
County Road No. 503
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 18 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
HIGHWAY ENG.
NOV 28 '75
REFER TO Rulien
FOR
Info | Inves. | R/D | D/R | Sign | Act. | File
4
cy Schroeder

RECEIVED
DEC 1 1975
Office of Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8521

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 14, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon
Ass'n. of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 12
Walla Walla River (Milton-Freewater) Bridge
FAS-30-116, S.E. 15th Ave.
Umatilla County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 18, 1975.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

RECEIVED
STATE HWY ENGR
NOV 1975
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division		46] DIVISION [79 Dept. of Transportation			
03	12] APPLICANT ADDRESS STREET [45 State Highway Building		46] CITY [60 Salem		76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien		46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Walla Walla River (Milton-Freewater) Bridge				District 12	
11	12] PROJECT LOCATION—CITY FAS-30-116, S.E. 15th Ave. Milton-Freewater	PROJECT LOCATION—COUNTY Umatilla	PROJECT LOCATION [79 SEC: ---- T: 5N R: 35E			

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

12] This project involves preliminary engineering, acquisition of right-of-way, [71

06 12] grading, paving, structure and incidental work to replace an obsolete and deterio- [71

07 12] rating structure over the Walla Walla River on S.E. 15th Ave. in the city of [71

08 12] Milton-Freewater. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
210,600	----	29,700	29,700	----	270,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	11/14/75	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	December	18	1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/14/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

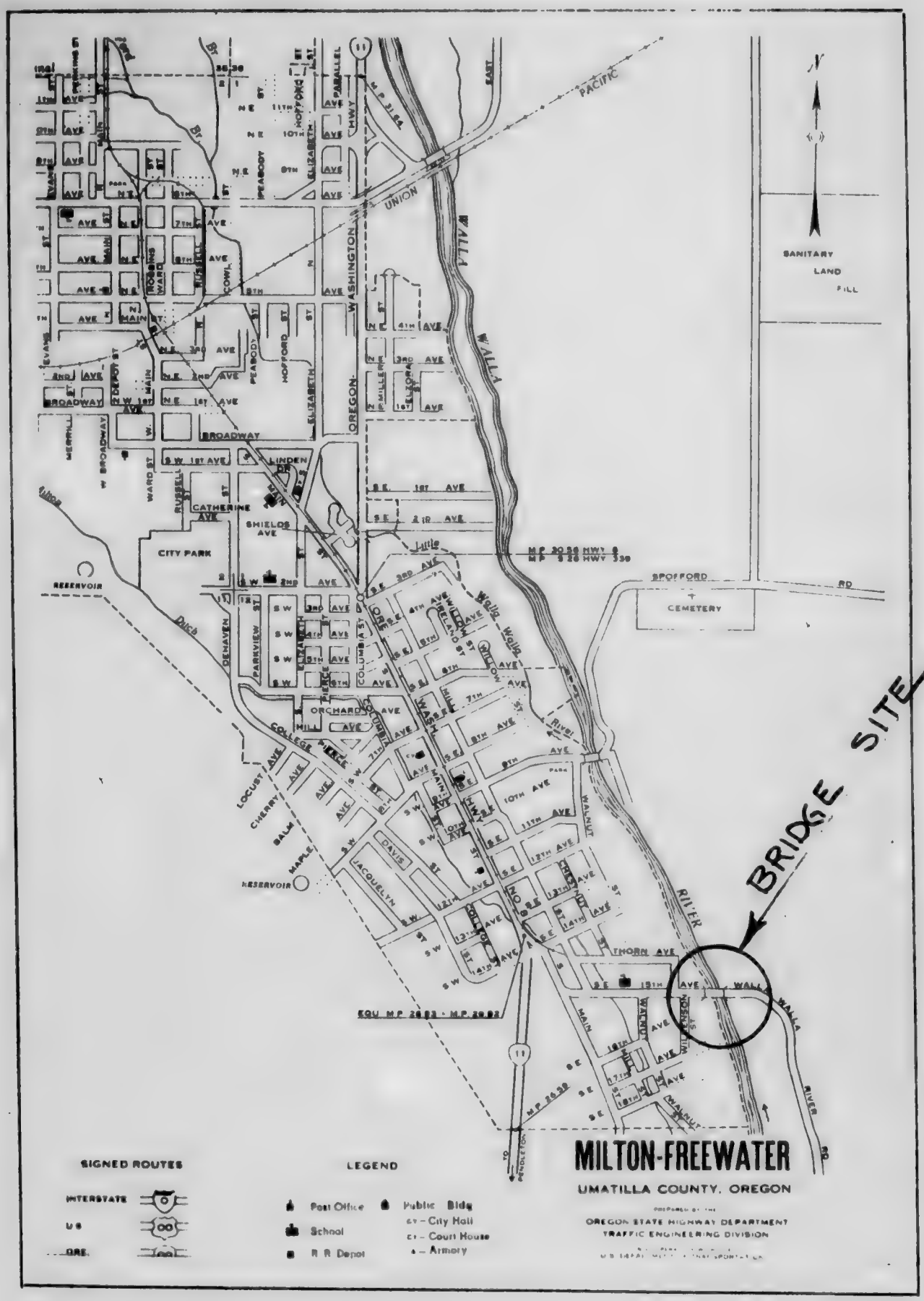
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by local government in District 12 C.O.G. in cooperation with the State Highway Division.

A small amount of right-of-way is needed, however, a public hearing is not anticipated.


BRIDGE SITE
SANITARY LAND FILL
CEMETERY
RESERVOIR
CITY PARK
SIGNED ROUTES
INTERSTATE
U S
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
cy – City Hall
ct – Court House
a – Armory
MILTON-FREEWATER
UMATILLA COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

8521

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 12, 1975

A. PROJECT IDENTIFICATION

Name of Project WALLA-WALLA RIV (MILTON-FREEWATER) ~~Union Street (15th Avenue)~~ Bridge (Section) RS-30-116(-)

Location of Project ~~County Road No. 503~~ S.E. 15th AVE (Highway Name) FAS-30-116 (Highway No., US - ORE)

Milton Freewater (City) | Umatilla (County) | 5 (Region)

Program FAS-C (Funding) | $270,000.00 (Estimated Cost) | (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace an obsolete and deteriorating structure over the Walla Walla River with a new structure.

Origin and History: The existing bridge is utilized by trucks hauling logs, gravel and farm equipment. The condition of the bridge has caused some concern and warrants replacement.

C. DESCRIPTION OF PROJECT

Length

Termini (Note accompanying map.)

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) The bridge is located on a narrow floodplain. Contiguous land is either idle or utilized for pasture.

Typical Section

Structures Concrete structure.

Characteristics (ADT) 2,000

Other General Information (or Supplemental information to items) The dimensions of the existing structure are 170 feet X 22 feet. It is a steel truss bridge with wooden deck. The west approach to the bridge is also wooden and in a deteriorating condition.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No location alternatives have been considered. It is desirable to utilize existing right-of-way and alignment. Contractor would construct temporary bridge for detour during construction period; temporary bridge would be removed after completion of project.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The bridge site spans the Walla Walla River at the east city limits of Milton Freewater (pop. 4200). The west bank is a commercial-residential area; orchards occupy the east bank. Both banks have been rip-rapped to curb river erosion. The proposed project would require additional rip-rap.

The Walla Walla River supports summer steelhead, rainbow and Dolly Varden trout (Oregon State Game Commission, Umatilla Basin: 1973). Umatilla County is aware of this situation and will mitigate construction activities as directed by the State Game Commission. Other forms of wildlife would not be significantly affected by the project.

On-site vegetation is of a brushy riverene variety. Some may be removed during construction, however, the amount would be insignificant.

There are several commercial rip-rap sources in the area. It would not be necessary to develop a new source.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Milton Freewater is an agricultural community. Walla Walla, located 10 miles north, is the cultural and trade center for the immediate area. The quality of the local environment is good. The proposed project would not materially affect air quality. Construction related noise would be temporary. Aesthetic quality would remain unchanged. Utilities will be relocated as necessary.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   Approximately 20 feet in additon to the existing 40-foot right-of-way.

   Consequences:

   No significant consequences. Land involved is essentially flood land, possibly utilized for pasture.

2. **Estimated Changes in Traffic Patterns:**

   No change in pattern.

   Consequences:

   N.A.

3. **Estimated Changes in Land Use:**

   Conversion of 20-foot wide strip of floodland to be utilized for highway right-of-way.

   Consequences:

   No significant consequences.

4. **Expected Adverse Effects on Natural Ecological Resources:**

   None. County would undertake mitigative measures as recommended by the Oregon State Game Commission.

   Consequences:

   N.A.

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

   None.

   Consequences:

   N.A.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Protection of fish resources.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

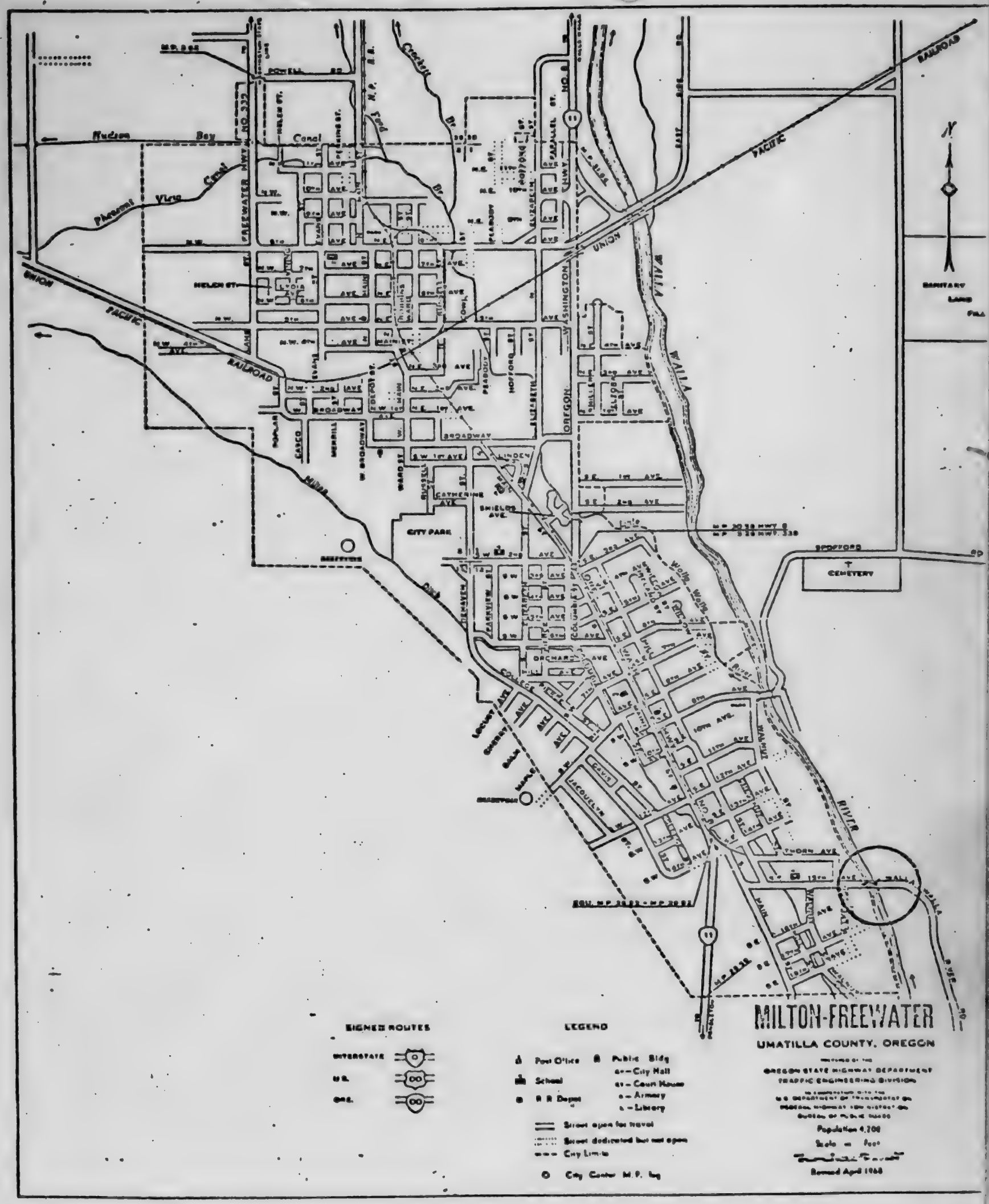
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____


Hudson Bay Canal
Phoenix Canal
Mill Creek
Creek
UNION PACIFIC RAILROAD
RAILROAD
PACIFIC
WALLA WALLA
OREGON
WASHINGTON
HELEN ST.
BROADWAY
W. BROADWAY
CATHERINE AVE.
SHIELDS AVE.
CITY PARK
CEMETERY
ORCHARD AVE
THORN AVE
RIVER
SCOTFORD
SANITARY LAND FILL
N
SIGNED ROUTES
INTERSTATE
U.S.
OR.
LEGEND
Post Office
School
R R Depot
Public Bldg
cc – City Hall
cth – Court House
a – Armory
l – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log
MILTON-FREEWATER
UMATILLA COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
Population 4,700
Revised April 1968

Form E-39 (Rev. 9-71)

8521

DIST. 12
fas 30-116
Umatilla Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Walla Walla River(Milton-Freewater) Bridge Date September 26, 19 75

Highway S. E. 15TH Avenue F A S - C 30-116 Authorization No. 1

County Umatilla Region 5 Survey Prefix 530 - 1923 (Assigned by Salem office)

Description of termini, route, length, etc.: Bridge over the Walla Walla River on S.E. 15TH Avenue in the town of Milton-Freewater

FAS-C Project

RECEIVED
COUNTY & CITY SECTION
FEB 25 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Purpose of survey: Make field survey, prepare options and plans for the reconstruction of new 40' wide bridge over the Walla Walla River.

Estimate of cost:

Field	901	3,000
Citizen Participation	902	200
Plans	905	500
Bridge	906	10,000
Soils	910	500
Hydraulics	918	500
Proj. Mgt.	920	100
Specifications	921	400
Environmental	923	300
Foundation Expl.	926	2,500
Hearings	980	500

RS-30-116(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 18,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

R.C.Lang
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D. Wolfe
Location Engineer

Approved:

E J Kuntz
Assistant State Highway Engineer

SP*23604-734

COUNTY ENGINEERING SECTION
RECEIVED 2-13-76
FAS-C Stair

8521

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects and One Cancellation

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

bc:
C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

HR:dp srb

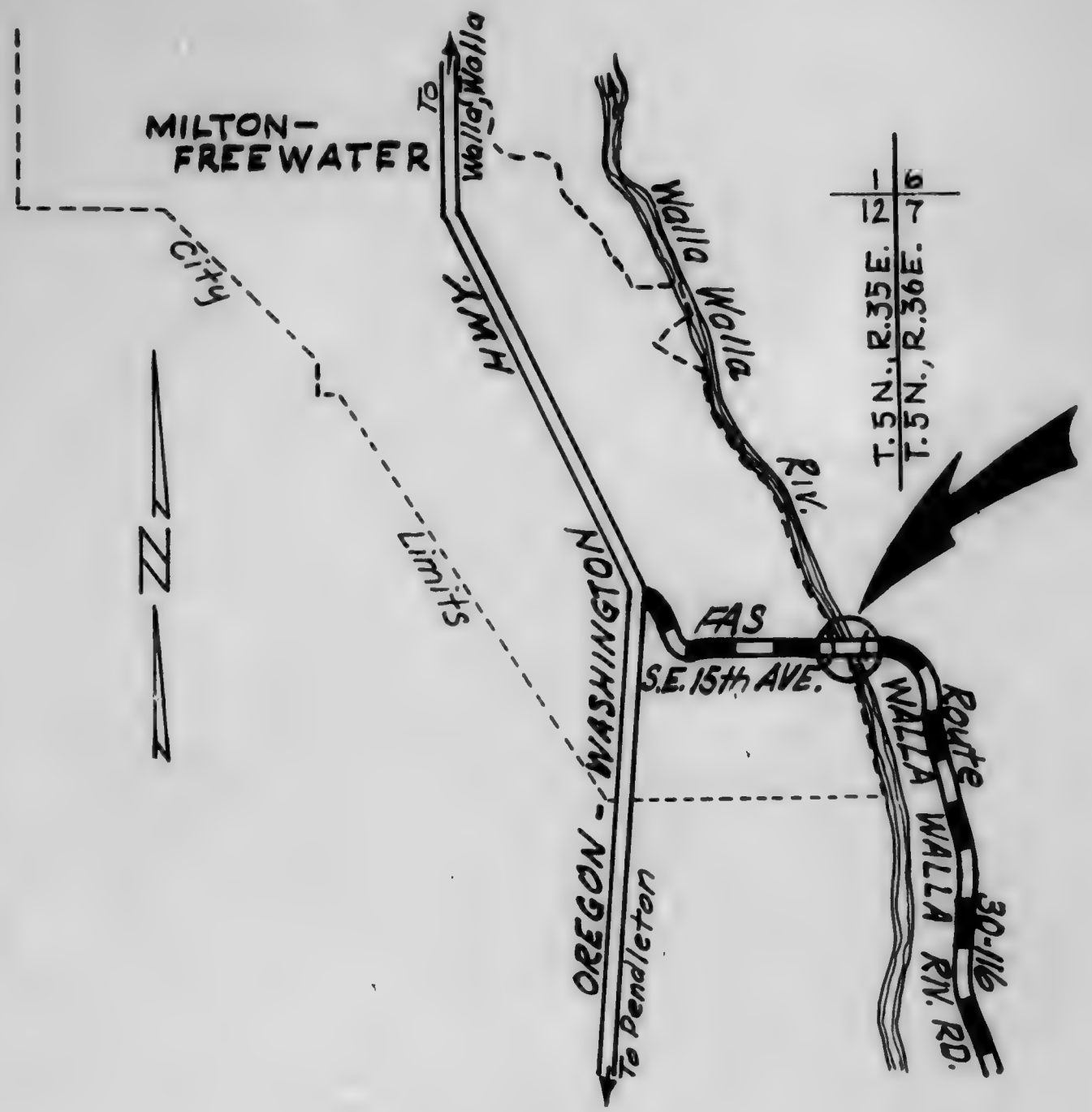
UMATILLA COUNTY
Proposed FAS-C Project

FAS 30-116
Walla Walla River (S.E. 15th Avenue-Milton-Freewater) Bridge
Structure and Approaches
$270,000

Construct a reinforced concrete bridge with a 40' roadway. Contractor is to construct the approaches and connections, install guardrail, place riprap, construct and maintain detour, and remove the existing bridge. Additional right-of-way is required and utilities are involved.

State to make field survey, prepare options and plans and award the contract.

County to dispose of the existing bridge. County will do the striping.



WALLA WALLA RIVER (S.E. 15TH AVE.) BR. SECT.

WALLA WALLA RIV. RD. FAS 30-116

Umatilla County

8521

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Umatilla FAS No. 30-116 Date June 19, 1975
County Road Name Walla Walla River Road
Section Name SE 15th Ave (Milton-Freewater)
Type of Project Bridge
Location of Project (Attach sketch map)
ADT 2000 Design Speed

Is this request for county bridge design only? Yes____ No____
county FAS bridge design? Yes X No____
Will County hire consultant for this project? Yes____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type____ Total Travel Width____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type____ Width Each Side____
(AC, Pug Cold Mix, Oil Mat) Total Top Width____

3. Grading & Drainage:
By County____ County Date of Completion____ By Contract____

Culvert to be constructed also per the additional request

4. Bottom Base Course:
By County____ County Date of Completion____ By Contract____
Has base design been given to County? Yes____ No____
Will it be furnished? Yes____ No____

5. Leveling Course:
By County____ County Date of Completion____ By Contract____

6. Binder Course:
By County____ County Date of Completion____ By Contract____

7. Traveled Surface & Shoulders:
By County____ County Date of Completion____ By Contract____

8. Clearing:
By County____ County Date of Completion____ By Contract____

9. Curbs:
Curbs Required? Yes____ No____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs____

RECEIVED
COUNTY & CITY SECTION
JUL 18 1975
☑ ENGR. ☐ COOR. ☐ CE ☐ LE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Walla Walla River

2. Name of bridge Union Street Bridge

3a. Dimensions of existing bridge. Length 170' Roadway Width 22' Type Wood & Steel
b. Dimensions of existing approaches. Type Asphalt Width 22' Shoulders 3'

4. Type of design and material used in existing bridge.
Wood & Steel (Steel Frame Truss)

5. Location (please attach map with location marked): SW¼, NE¼
Section 12 Township 5 North Range 35 East W.M.

6. Desired width of proposed bridge ~~36'~~ 40' Approx. length 175'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No X
By State? Yes X No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes_____ No X

13. Must a new detour be constructed? Yes X No_____

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No_____

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____
Traveled surface: Type AC Width 24 Feet
Shoulder surface: Type Gravel Width ~~6 Feet~~ 8'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No_____

N.W. quadrant distance from structure 200 Feet
N.E. quadrant distance from structure 200 Feet
S.W. quadrant distance from structure 15 Feet
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_X_
By County _____ Contractor_X_
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_X_
Use for detour? Yes_____ No_X_
Removed by County? Yes_____ No_X_
Removed by Contractor? Yes_X_ No_____
Salvaged by Contractor for County? Yes_X_ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_X_
By Contractor? Yes_X_ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_X_ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_X_ Size_____
Company_____
c. Storm sewer: Yes_____ No_X_ Size_____
Company_____
d. Gas mains: Yes_?_ No_____ Size_?_
Company_____
e. Power lines: Yes_____ No_X_ Size_____
Company_____
f. Telephone lines: Yes_X_ No_____ Size_____
Company_____
g. Other Utilities: None

24. Does County wish provisions made for future utility attachment to structure? Yes_X_ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_X_

26. Does County wish complete job of illumination in project?
Yes_____ No_X_

27. Is project contingent upon other factors? Yes_____ No_X_
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40 Feet Minimum 40 Feet

2. Is any additional right-of-way needed? Yes X No _____ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes ____ No X

4. Should State negotiate & acquire right-of-way in behalf of County?
   Yes X No ____

5. Should State prepare options? Yes X No ____

6. Should material source site be included in right-of-way descriptions?
   Yes X No _____

7. Is there any merchantable timber on right-of-way?
   Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No X

10. Is a hearing necessary? Yes X No _____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
    If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
    If yes, give type and name of utility company: _____
    Telephone, Power

13. Are utilities on existing right-of-way by permit Yes or by franchise _____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
    If yes, give name of irrigation company or district _____
    and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad N.A.

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_X_
By County? Yes_____ No_X_
By State at County expense? Yes_____ No_X_
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_X_
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_X_

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County X State _____ Private _____ Other _____
3. Location: NW¼-NW¼ Section 36 Township 5 North Range 35 East W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping X
   Base Course X Level Course X Mineral Aggregates _____
   Location Same as above
   Miscellaneous Items _____

Remarks re Section V: _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 270,000.00
2. Available FAS Funds $ 532,055.00
3. Does County wish advancement of future Federal funds? Yes _____ No X
   Amount _____
4. Date match money is available Immediately
5. Will there be any 100% County money? Yes _____ No X
6. Maximum amount of 100% County money available: $ _____
7. Date County request letting: Earliest possible date

Remarks re Section VI: _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — N.A. — Office
2. Environmental — N.A. — Office
3. Public Hearing — N.A. — Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County ~~Engineer~~ of Roadmaster

County Umatilla

Date July 14, 1975

BRIDGE NO.: Co. Brdg. 425
ROAD NO.: 59
S 12, T 5N, R 35 E, WM
LOCATION: Approx. 0.4 mi. form Jct. of State Hwy. 11 and Walla Walla River Raad

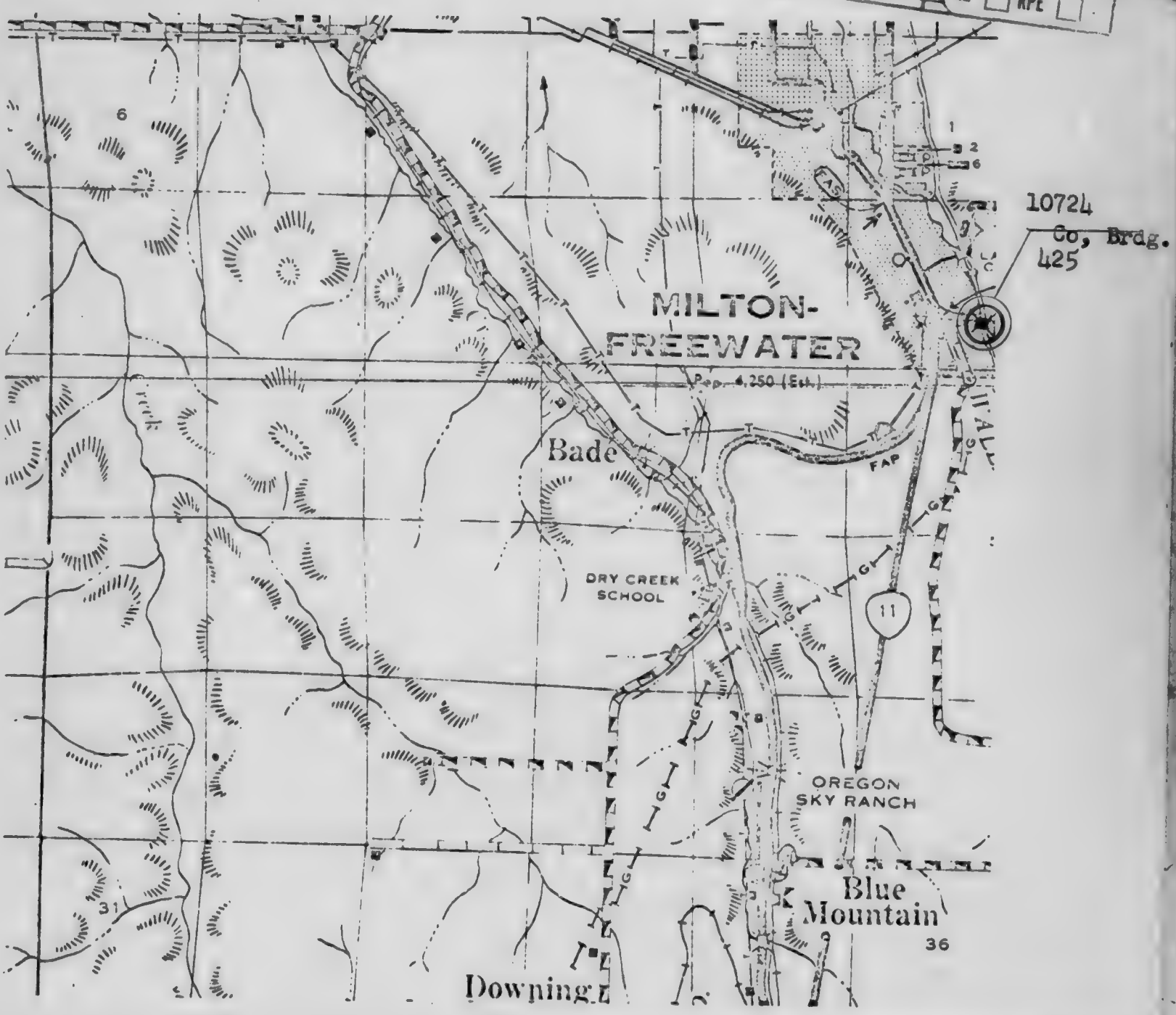
UMATILLA COUNTY BRIDGE REPORT

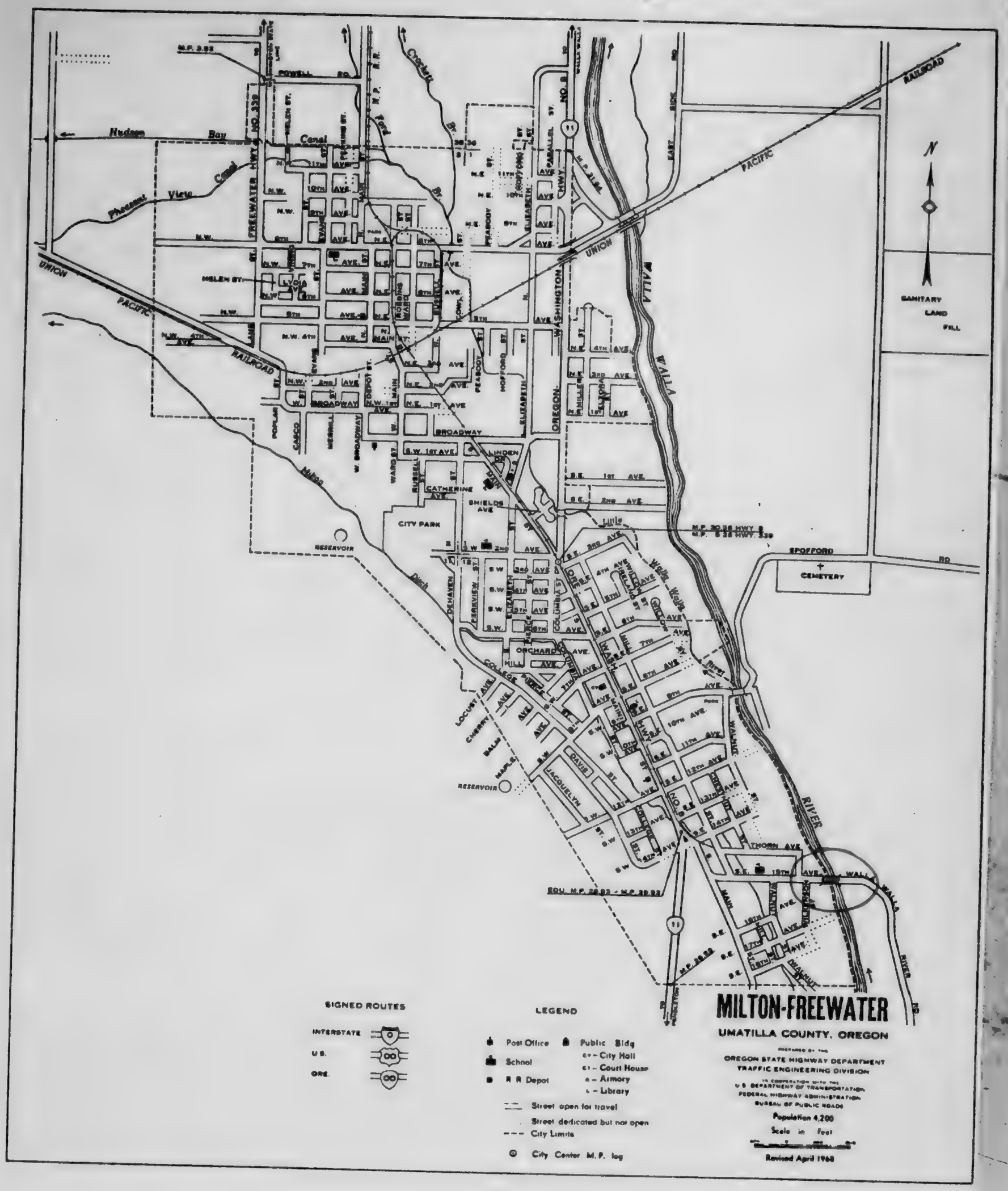
LENGTH: 170
WIDTH: 22 TL
TYPE: Steel
RATING: H 20 S 16
BUILT: ~~1956 ?~~ Approx. 1952
DRAWING: FILED IN BOX

Comments:

RECEIVED
COUNTY & CITY SECTION
JUL 18 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

LOCATION MAP




Hudson Bay Canal
Phoenix Canal
Vista Canal
FREEWAY HWY. NO. 339
POWELL RD.
HELEN ST.
UNION PACIFIC RAILROAD
Mill Creek
Crooked R.
N.P. R.R.
WASHINGTON
OREGON
WALLA WALLA
EAST PACIFIC RAILROAD
SANITARY LAND FILL
BROADWAY
MAIN ST.
CITY PARK
RESERVOIR
CEMETERY
SPOFFORD RD.
ORCHARD AVE.
MILL AVE.
COLLEGE AVE.
RIVER
THORN AVE.
EQU. M.P. 28.93 = M.P. 28.93
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
cy – City Hall
ct – Court House
a – Armory
l – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M.P. log
MILTON-FREEWATER
UMATILLA COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,200
Scale in Feet
Revised April 1968

FAS 30-116
Umatilla Co

UMATILLA COUNTY

ROAD OFFICE

PENDLETON, OREGON

July 15, 1975

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☒ JUL 16 1975 ☐
RDE ☒ RECEIVED REGIONAL OFFICE ☐

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: Union Street Bridge - Milton-Freewater

Dear Roger:

Attached is a FAS-C Project to replace the Union Street Bridge across the Walla Walla River at the West edge of Milton-Freewater.

Please review and forward. Should you have any questions please call.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg

Carlos Van Elsberg
Roadmaster

CVE/bb

Enclosure

RECEIVED
COUNTY & CITY SECTION
JUL 1 1975
☑ ENGR. ☐ COOR. ☐ CE ☐ TE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8522 Fifteenmile Creek Br. Sec. 1977
of FAS 310 at Dufur.
(Grading, paving & structure)

L + A 5665 6-1-76
C + A 6183 10-11-77

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 130664

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-23-80	CC 2076	

CREDIT DISTRIBUTION

325.00	2500.00
533-1018-297	2500.00
533-1018-296	2500.00 CR

NEW: WASCØCC
- Wasco County Court
- Courthouse
- The Dalles, OR 97058
- Attn: Rex Kniesteadt, Roadmaster

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Fifteen Mile Creek (Boyd Market Road) Bridge FAS B410 Project No. RS-B117(3)			
County Share of Costs			$11,577.04
County Advance Deposit			9,900.00
AMOUNT YET DUE STATE . . .			$ 1,677.04
FINAL			

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-3-80	CC 2076		533-1018

BILL TO: Code:

Wasco County Court
Courthouse
The Dalles, Oregon 97058
Attn: Mr. Rex Kniesteadt, Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Fifteen Mile Creek (Boyd Market Road) Bridge FAS B410 Project No. RS-B117(3)			
County Share of Costs			$11,577.04
County Advance Deposit			9,900.00
AMOUNT YET DUE STATE			$ 1,677.04
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 9,900.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,400.00
Balance	$ 2,500.00
Transfer to Highway Fund	$ 2,500.00
Refund Due	$ - - -

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1734, AD 284

Amount Due . . . . . $ 1,677.04

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan
D. E. Swan

SP*35736 734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** October 3, 1980

County WASCO **Contract No.** 8596 **Date Completed** _____

FAS B410 (Formerly 310) **Section** Fifteen Mile Creek (Boyd Mk. Rd.) Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$116,059.38
Liquidated damages		- 400.00
Signs		942.59
Engineering		17,904.88
Spec's		- 5.00
Audit		358.35
EEO		50.42
TOTAL	(Federal Participation)	$134,910.62
Engineering	(Non Participation)	$ 3,996.76
Total Project Cost		$138,907.38
Federal Funds Collected		$115,753.31

County Share of Costs:
1/2 ($134,910.62 - $115,753.31 + $3,996.76) = $11,577.04

County Share of project costs	$11,577.04
Less County Advance Deposit	9,900.00
YET DUE STATE	$ 1,677.04

Reference: **Billing Form** CC 2076

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Fifteenmile Creek Bridge Section					
	Wasco County					
	Construction Contract #8522					
	Type Code X080					
	Structure (Sta. 0+50 To Sta. 4+50)(Str. only 2+34 To 2+94)					
	Final Contract Payment Summary	Lump Sum			$116,059.38	
SFD	#1 Surface Detour-Wasco County	All Required			942.59	
	Total Construction				$117,001.97	
	Construction Engineering					
	State	All Required			17,950.30	
	Liquidated Damages	Lump Sum			(400.00)	
	Total Construction Engineering				$ 17,550.30	
	Misc. Project Costs					
	Audit	All Required			358.35	
	Total Participating Costs				$134,910.62	
	Nonparticipating Items					
	Construction Engineering	All Required			3,985.73	
	TOTAL PROJECT COSTS				$138,896.35	
	Prepared based on Participating costs shown on Federal Billing as of 4/17/80.					

AMOUNT CARRIED FORWARD

								** JOB TOTALS **		2,848.14	**	3,936.17	**	63,675.53	**
FIFTEENMILE CR BR @ DUFUR	CONT NO	8522	* FA	PROJ NOS	RS	117003	100								
	533	1018		201	00	P	1							STATE	
	533	1018		203	00	P	1							116,059.38	77 78
	533	1018		270	01	P	1							400.00CR	77 78
	533	1018		296	00	N	9							542.59	80 80
	533	1018		297	00	N	9							123,153.31CR	77 80
	533	1018		298	00	N	9							7,400.00	77 77
														115,753.31	77 80

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1980 — PAGE 238

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	533	1018	900	00	P 1			12,504.89	77	80
	533	1018	900	00	N 1			3,936.76	77	80
	533	1018	915	00	P 1			358.35	80	80
	533	1018	921	00	P 1			5.00CR	77	77
	533	1018	985	00	P 1			50.42	77	78
			TOT	P1				134,910.62		
			TOT	N1				3,936.76		
			** JOB TOTALS **			**	**	138,907.38	**	
DUFUR SECT OF FRS B409	CONT NO	8596	* FA	PROJ NOS	RS	409001	100			
	533	1019		201	00	P	1			STATE
	533	1019		201	00	N	1			544,269.15 77 79
	533	1019		203	00	P	1			3,842.23 77 79
	533	1019		206	00	N	1			2,200.00CR 78 78
	533	1019		296	00	N	9			58.25 79 79
	533	1019		297	00	N	9			561,869.35CR 77 80
	533	1019		298	00	N	9			31,500.00 77 77
	533	1019		900	00	P	1			530,369.35 77 80
	533	1019		900	00	N	1			75,271.13 77 80
	533	1019		920	00	P	1	17.22		456.30 77 80
	533	1019		950	00	P	1			24.28 78 79
	533	1019		985	00	P	1			681.15 78 79
				TOT	P1					167.33 78 78
				TOT	N1					618,146.09
				** JOB TOTALS **			**	17.22	**	4,396.28
CO BR & DELINEATOR PROJ	CONT NO		* FA	PROJ NOS	PMS	005057	100			
	534	1004		296	00	N	9			STATE
	534	1004		298	00	N	9			548.01CR 77 79
	534	1004		900	00	P	1			548.01 77 79
	534	1004		900	01	P	1			203.92 79 79
	534	1004		915	00	P	1			270.24 77 78
				TOT	P1					73.85 78 78
				** JOB TOTALS **						548.01

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO.
PROGRAM APPROVED	VOUCHER PERIOD RS-017(3) From: To:

FINANCIAL DATA 4-6-77 10-4-79

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$138,896.35	$134,910.62	85.80%	$115,753.31	$115,753.31	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE	
FHWA REVIEW PERFORMED	
PASSED FOR PAYMENT	Oregon
FORWARDED BY FHWA DIVISION OFFICE	4-10-80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

8522

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8522

Salem, Oregon

July 23, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

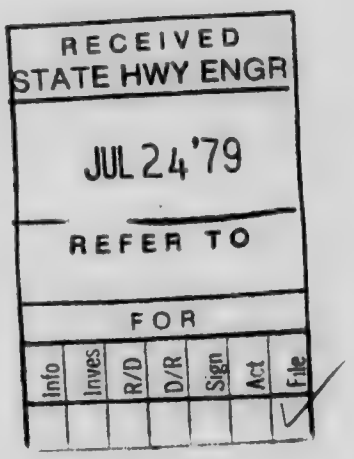
SUBJECT: Fifteenmile Creek Bridge
FAP No. RS-117(3)
Contract No. 8522
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

An additional recomputed price adjustment for non-spec A.C. mixtures per our March 1978 agreement with the FHWA is not required on this project.

Aggregates, for the small quantity (274 tons) of commercial Class "C" A.C. mix required for this project, were not available. Aggregates produced in compliance with Washington State Highway Department's specifications for Class "B" mix were readily available, however. Price Agreement No. 4 for a $0.50/ton reduction in price for A.C. mixture using this non-spec aggregate was negotiated and the material accepted under the small quantity guidelines.

MDG:fr

cc: H. S. Coulter
FHWA
Bob Pool
J. S. Sawyer
Bob Church
John Jenkins
Jim Kinns - Accounting
Test File



8522

8

June 14, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $543.45 will be made to Weaver Construction Co. on Contract No. 8522 for work on the Fifteenmile Creek Bridge Section of FAS 310 in Wasco County as soon as the warrant is prepared.

The total amount paid on this contract will be $115,659.38 including the post-final payment. Of the total, $1,932.92 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Weaver Construction Co.
P. O. Box 588
Union, OR 97833

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8522

April 13, 1978

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

Gentlemen:

On April 6, 1978, we wrote to you concerning release of final payment on Contract No. 8522 awarded to Weaver Construction Co. for work on the Fifteenmile Creek Bridge Section of FAS 310 in Wasco County.

Final payment on this contract is $3,885.23 and the total contract amount is $115,115.93 including $1,932.92 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Weaver Construction Co.
P. O. Box 588
Union, OR 97833

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8522

FAS 310

Salem, Oregon
April 3, 1978

Fred Eriksen
Design Engineer Supervisor

J. S. Sawyer
Resident Engineer

Fifteenmile Creek Bridge
FAS 310 (Boyd Market Road)
Wasco County

Reading through your "As Constructed Narrative Report" on the project, I was pleased to note the one-way detour had handled the traffic adequately. When the one-way detour was proposed, I had some doubts as to how well it would work.

The upgrading of the guardrail from Type 2 to Type 2A ordered by Dave Carter, FHWA Area Engineer, surprised me a little. We have felt on the low traffic count, low speed cases like this that Type 2 was adequate. We are working with the FHWA currently to develop guidelines for the use of each type of guardrail.

FE:ab
cc: Dale Allen

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 04 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

#8522

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 13, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Cooperative Agreement with Utah DOT, Oregon State Contracts 8537 and 8576

TO: Mr. H. S. Coulter
State Highway Engineer

We have asked the Materials & Research Section of the Utah Department of Transportation to perform inspection on welded bridge rail for Contracts 8537 and 8576 to be fabricated in the Salt Lake City area. The Engineer of Materials and Research asks that the attached agreement be signed. I am sending it to you because you signed a similar agreement in connection with Contract 8522 last October.

I will return the signed agreement to Mr. Lovelace.

JCJ:gs

cc: E. S. Hunter

check file and see what we did on Cont. 8522 re commission approval. — 3/14
Approved by ME. No comm action reqd. HSC

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8522

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 13, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research

TO: Mr. H. S. Coulter
State Highway Engineer

SUBJECT: Cooperative Agreement with Utah DOT, Oregon State Contracts 8537 and 8576

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I will return the signed agreement to Mr. Lovelace.

JCJ:gs

cc: E. S. Hunter

check file and see what we did on Cont. 8522 re commission approval. — 3/14
Approved by me. —
No comm action reqd. HSC

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
FOR
Info | Invest | S/D | D/R | Sign | Act | File

Form K-308
(Revised June 24, 1969)

COOPERATIVE AGREEMENT

Date _____

We, the duly authorized officers of Oregon State Highway Division hereby
(County, City, Town, or Firm)

approve the following work to be done, and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Shop Inspection of Bridge Rail at Syro Steel Company for Oregon State Contracts 8537 and 8576.

(List of Materials)

As Needed

(List of Equipment)

As Needed

(Labor Furnished)

As Needed

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to approve & execute this statement.

Approximate Total Cost $100.00

Oregon State Highway Division (County, City, Town, Firm)

(Approval is on file in the Commission's records)

Approved by:

By _____

Title State Highway Engineer

Dated March 14, 1975

Engineer of Materials & Research

ATTEST:

By _____

Title _____

Form R-308
(Revised June 24, 1969)

COOPERATIVE AGREEMENT

Date _____

We, the duly authorized officers of Oregon State Highway Division hereby
(County, City, Town, or Firm)

approve the following work to be done, and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Shop Inspection of Bridge Rail at Syro Steel Company for Oregon State Contracts 8537 and 8576.

(List of Materials)

As Needed

(List of Equipment)

As Needed

(Labor Furnished)

As Needed

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to approve & execute this statement.

Approximate Total Cost $100.00

Oregon State Highway Division
(Approval is on file in the Commission's records)

(County
(City
(Town
(Firm

Approved by:

Engineer of Materials & Research

By F. S. Coulter
Title State Highway Engineer
Dated March 14, 1975

ATTEST:

By _____
Title _____

FORM K-308
(Revised June 24, 1969)

COOPERATIVE AGREEMENT

Date _____

We, the duly authorized officers of Oregon State Highway Division hereby
(County, City, Town, or Firm)

approve the following work to be done, and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Shop Inspection of Bridge Rail at Syro Steel Company for Oregon State Contracts 8537 and 8576.

(List of Materials)

As Needed

(List of Equipment)

As Needed

(Labor Furnished)

As Needed

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to approve & execute this statement.

Approximate Total Cost $100.00

Oregon State Highway Division
(Approval is on file in the Commission's records)

(County
(City
(Town
(Firm

Approved by:

Engineer of Materials & Research

By H. J. Olsen

Title State Highway Engineer

Dated March 14, 1978

ATTEST:

By _____

Title _____

FORM K-308
(Revised June 24, 1969)

COOPERATIVE AGREEMENT

Date _____

We, the duly authorized officers of Oregon State Highway Division hereby
(County, City, Town, or Firm)

approve the following work to be done, and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Shop Inspection of Bridge Rail at Syro Steel Company for Oregon State Contracts 8537 and 8576.

(List of Materials)

As Needed

(List of Equipment)

As Needed

(Labor Furnished)

As Needed

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to approve & execute this statement.

Approximate Total Cost $100.00

Oregon State Highway Division (County, City, Town, Firm)

(Approval is on file in the Commission's records)

Approved by:

Engineer of Materials & Research

By _____

Title State Highway Engineer

Dated March 19, 1978

ATTEST:

By _____

Title _____

8522 -

8

FORM 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fifteenmile Creek Bridge	WEEK ENDING: March 11,1978
	SECTION PREFIX: 533-1018
HIGHWAY: FAS 310	COUNTY: Wasco
NAME OF JOB: Fifteenmile Creek Bridge	KIND OF WORK: Grading,Paving and Structure
CONTRACTOR: Weaver Construction	CONTRACT NUMBER: 8522
	FEDERAL AID PROJECT NUMBER: RS 117 (3)
DATE OF CONTRACT: May 13,1977	DATE WORK STARTED: June 14, 1977
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120
	CALENDAR DAYS USED: 124
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $141,332.47	
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $130,125.49	ENGINEERING AUTHORIZATION: $11,206.98
	This Week zero charged
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $122,683.35	ENGINEERING COST TO DATE: $19,189.71
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.2%	PERCENT OF AUTHORIZATION 171 %
	DATE PROJECT WAS COMPLETED: December 14, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15457A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Cloudy			
MONDAY 6	Rain			
TUESDAY 7	Rain			
WEDNESDAY 8	Prtly Cldy			
THURSDAY 9	Sunny			
FRIDAY 10	Fair			
SATURDAY 11	cldy			

Routing

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
MAR 13 1978
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No Activity
MONDAY 6	No Activity all week by contractor , project complete. Semi-final work in office
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

Price Agreement No. 5 on substandard prestressed slabs has been returned by Weaver, prime contractor, unsigned.
Semi-final will be transmitted week of March 13,1978.

SIGNED J.S. Sawyer LOCATION 080-63 The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

October 11, 1977

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Cooperative Agreement with Utah DOT, State Cont. 8522

TO: H. S. Coulter
State Highway Engineer

MISC. CONTRACTS and AGREEMENTS No. 6183

We have asked the Materials and Research Section of the Utah Department of Transportation to perform inspection on welded bridge rail for Contract 8522 to be fabricated in the Salt Lake City area. The Engineer of Materials and Research asks that the attached agreement be signed. I am sending it to you because you signed a similar agreement in connection with Contract 8456 last June.

I will return the signed agreement to Mr. Lovelace if you want me to.

JCJ:gs

cc: E. S. Hunter

APPROVED

STATE HIGHWAY ENGINEER

DATE: 10/12/77

RECEIVED
STATE HWY ENG'S
OCT 11 '77
REFER TO
Jenkins
FOR
Info Inves R/D Const Sec Traf

8522

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-125	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-16-77	State Oregon County Wasco Project No. RS-117(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fifteenmile Creek Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-77	0.012
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 141,332.00	$ 121,262.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 1 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection

projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 6-12	FEDERAL-AID PROJECT AGREEMENT 6-16-77	County Wasco
		Project No. RS-117(3)

Oregon State Highway Division
Salem, Oregon June 13, 1977

Federal Aid Project
No. RS-117(3)

Fifteenmile Creek Bridge Section
FAS 310 in Wasco County

Project agreement estimate.

Type Code X080
Structure (Sta. 0+50 to Sta. 4+50) (Str. only 2+34 to 2+94)

Mobilization	All Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	160 Sq. Ft.	6.00	960.00
Temporary Barricades	1 Only	100.00	100.00
Temporary Continuous Rail Traffic Barriers Reflectorized	150 Lin. Ft.	5.00	750.00
Flagmen	24 hours	15.00	360.00
General Excavation	536 Cu. Yd.	4.00	2,144.00
Toe Trench Excavation	98 Cu. Yd.	10.00	980.00
Channel Change Excavation	2,563 Cu. Yd.	5.00	12,815.00
Trench Excavation	35 Cu. Yd.	10.00	350.00
Watering	18 M-gal.	15.00	270.00
1"-0 Aggregate Base	460 Cu. Yd.	10.00	4,600.00
Class "C" Asphalt Concrete	285 ton	35.00	9,975.00
15-inch Culvert Pipe	35 Lin. Ft.	15.00	525.00
18-inch Culvert Pipe	45 Lin. Ft.	20.00	900.00
18-inch Tidal Flap Gates	1 Only	500.00	500.00
Guard Rail, Type 2	100 Lin. Ft.	15.00	1,500.00
Rail End Pieces, Type B	4 Only	60.00	240.00
Loose Riprap, Class 700	472 Cu. Yd.	10.00	4,720.00
Roadside Seeding & Mulching	1 Acre	1,000.00	1,000.00
Furnishing & Placing Willow Stakes	1,000 Only	0.50	500.00
Bridge Removal Work	All Required		8,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structure Excavation	335 Cu. Yd.	10.00	3,350.00
Structural Excavation Below Elevation Shown	30 Cu. Yd.	10.00	300.00
Structure Concrete, Class 3300 (120 Cu. Yd.)	All Required		13,000.00
4'x60'/65 Prestressed Slabs	10 Only	2,500.00	25,000.00
Reinforcement (13,600 lbs.)	All Required		4,000.00
Three Tube Metal Railing	132 Lin. Ft.	35.00	4,620.00
			$117,459.00

Anticipated Items

Temporary Erosion Control	All Required		$ 500.00
Surface, Maintain & Remove Detour	All Required		5,063.00
Relocate Water Main	All Required		1,000.00
Relocate Cattle Guard	All Required		500.00
			$ 7,063.00

Subtotal	$124,522.00
Engineering	16,810.00
Total	$141,332.00

Length of Structure - - - - - 0.012 mile

Federal Funds (85.8%)	$121,262.00
State Funds	10,035.00
County Funds	10,035.00
Total	$141,332.00

Group 1 100%
Contract No. 8522
Prefix No. 533-1018

8522

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67906-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wasco County Court
Courthouse
The Dalles, OR 97058
Attention of Mr. Rex Kniesteadt
County Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1731

Date May 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $9900.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Fifteen Mile Creek (Boyd Mkt. Rd.) Section FAS B 410 (formerly 310) Covered by agreement dated 5/28/76 and numbered 5665 To be retained	7400.00	$2500

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 9900

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
533-1018-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
Regional Engineer

Approved:
George Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8522

May 8, 1977

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention Mr. Rex Kniesteadt
Roadmaster

Gentlemen:

On April 28, 1977 a satisfactory bid was received from Weaver Construction Company, P. O. Box 588, Union, OR 97883 for the Fifteenmile Creek Bridge Section, FAS B410 (formerly 310).

The anticipated construction cost based on their bid is as follows:

Bid Items	$117,459.00
Temporary Erosion Control	500.00
Relocate Water Main	1,000.00
Detour	5,063.00
Cattle Guard	500.00
4-1/2% Contingencies	5,603.49
9% Engineering	11,206.98
ESTIMATED TOTAL COST	$141,332.47

County's Advance Deposit: 121,541

7% of $141,332.47 = $9,892.57, or say $9,900.

Please make your check in the amount of $9,900 payable to the Oregon State Highway Division and send it to Mr. Dave Fenton, Region 4 Federal Aid Engineer, P. O. Box 1249, Bend, OR 97701, prior to May 27, 1977.

Awarded 5/13/77

Very truly yours,

Robert H. Prange
Local Government Programs Unit

HR:ljt

bc w/att: Dave Fenton: Upon Receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-284 and submit to Finance Branch.

NOTED
M. NOR C. HOLMES

8522 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-117(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-115

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
FOR

Init.	Inves.	R/W	D/R	Sign	Act.	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-2-76	4-6-77	Secondary B410	County Road

GENERAL LOCATION:

"Fifteenmile Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

One structure (Code X080 Miles 0.076)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 4, 1977, letter, I accept the certification of Mr. Rod Henry dated 3-21-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8522

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4-6-77					
	Fifteenmile Creek Bridge Section					
	Wasco County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$17,540.29	
	Total Preliminary Engineering Cost				$17,540.29	
	Type Code Y070					
	Archeological Salvage					
	Archeological Site Examination	All Required			$ 208.21	A
	Total Archeological Study Cost				$ 208.21	
	Total Participating Cost				$17,748.50	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 194.71	
	Total Nonparticipating Cost				$ 194.71	
	Total Cost				$17,943.21	
	Prepared based on costs shown on Federal Billing as of 5-31-77					
	No County Money					

AMOUNT CARRIED FORWARD

5 9057

8522

BEN GIFFORD

Section FIFTEENMILE CREEK BRIDGE — Programming Estimate $ 153 000

Highway FAS 310 B 410 — Project Length 400 FT.

County WASCO — Completion Time 120 C.I. Days

Kind of Work CONCRETE GIRDER & STEEL TYPE

Prefix 533-1925 — FA Project No. RS-117(3)

ROUTING SLIP	DATE: 3/8/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PUBLIC AFFAIRS
DEPUTY DIRECTOR	INFORMATION SYSTEMS	SAFETY
ADMINISTRATION (DOT)	LABOR RELATIONS	TRANSPORTATION RESEARCH
CHIEF COUNSEL	OPERATIONS	AERONAUTICS DIVISION
COMMISSION SERVICES	PERSONNEL OPERATIONS	MASS TRANSIT DIVISION
EMPLOYEE DEVELOPMENT	PLANNING	MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RIGHT OF WAY
DEPUTY STATE HWY. ENGINEER	FHWA	ROAD DESIGN
ASSISTANT FOR DESIGN	LANDSCAPE	SIGN SHOP
ASSISTANT FOR OPERATIONS	LOCATION	TRAFFIC ENGINEERING
ASST. FOR RIGHT OF WAY AND DEVELOPMENT	MAINTENANCE	TRAVEL INFORMATION
METROPOLITAN ENGINEER	MATERIALS	UTILITIES ENGINEER
ACCOUNTING (HIGHWAY)	PARKS AND RECREATION	GENERAL FILES
BRIDGE DESIGN	PERMITS & WEIGHMASTER	LIBRARY
CONSTRUCTION	PHOTOCOPY	MAIL ROOM
COUNTY-CITY RELATIONS	PROJECT MANAGEMENT	REGION NO. (4)
DATA PROCESSING	RADIO	DISTRICT NO.
ENVIRONMENTAL	RESEARCH	

ATTENTION: Dave Fenton — FROM: Hal R.

COMMENTS:

The latest estimate for 15 mile Creek Br. is attached. Would you please forward a copy to the County

FORM 81-734-3100 — SP*19799-734

'RUCTION AUTHORIZATION

$ 125,109.00

	50	
		$ 7063
Relocate Power Poles	1000	
Misc. Permit Fees		
Surface Aggregate Detour (Ea)	5063	
Relocate Cable Guard	500	
		$ 132,172.00
Contingencies (4-1/2%)		5947.74
Engineering (9 %)		11 895.48
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 150,015.22

J. H. Winsley
Design Engr.

NOTED
D. O. Christensen

Fed Obl. - $129,

BEN GIFFORD

Section FIFTEENMILE CREEK BRIDGE — Programming Estimate $ 153 000

Highway FAS 310 — Project Length 400 FT.

County MARSHALL — Completion Time 120 Cal. Days

Kind of Work GRADING, PAVING & STRUCTURE

Prefix 533-1925 — FA Project No. BRS-117(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 125,109.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control	500	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		$ 7063
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
Relocate Water Main	1000	
Misc. Permit Fees (Permit)		
Surface Mountain Detour (Ea)	5063	
Relocate Cattle Guard	500	
		$ 132,172
Contingencies (4-1/2%)		5947.74
Engineering (9 %)		11 895.48
~~SUBTOTAL~~		$
~~Deduction~~		
Estimated Net Authorization, Construction		$ 150,015.22

J H Wiesberg

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date 7-2-76

Section Fifteenmile Cr. Bridge
County Wasco

Kind Of Work _____ Length _____ Name Day

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	6%	All	All		2000
	Temporary Protection and Direction of Traffic		All	All		2000
	Temporary Signs		Sq Ft	160	6-	960
	Temporary Barricades		Each	1	100-	100
	Temporary Guardrail Or Traffic Barriers, Reflectorized		Lin Ft	150	11-	1650
	Flagmen		Hr.	24	18 00	432
	Roadway					
	General Excavation		Cu Yd	536	6 00	3216
	Toe Trench Excavation		Cu Yd	98	15 00	1470
	Channel Change Excavation		Cu Yd	3563	5 00	17,815
	Trench Excavation		Cu Yd	35	10 00	350
	Watering		M-Gal	18	10 00	180
	1"-0 Hydrated Lime		Cwt.	460	8 00	3680
	Class "C" Asphaltic Concrete		Ton	285	25-	7050
	15-inch Culvert Pipe		Lin Ft	35	14-	490
	18-inch Culvert Pipe		Lin Ft	75	18-	810
	18-inch End Fill Culverts		Each	1	350-	350
	Guardrail, Type 2		Lin Ft	100	10-	1000
	Guardrail Transition, Type 3		Each	4	75-	300
	Loose Riprap, Class 700		Cu Yd	472	12-	5664
	Subsoil Drainage Trenching		Mile	1	700-	700
	Furnishing and Placing 4" Pipe		Lin Ft	1000	1-	1000
	1					

OREGON STATE HIGHWAY DIVISION

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 2 of 2

Date

Section Fifteenmile Cr. Bridge

County

Kind Of Work Length Name

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal (Part		All	All		5000
	Shoring, Cribbing, Etc.		All	All		5000
	Structure Excavation		C.Y.	335	10	3350
	Structure Excavation Below Elevations Shown		C.Y.	30	13	390
	Structural Concrete, Class 3300 (120 c.y. @ $150)		All	All		18,000
	4'x 60'/65' Prestressed Slabs		Each	10	3360	33,600
	Reinforcement (13600 lb @ .26)		All	All		3536
	Three Tube Metal Railing		L.F.	132	38	5016

8522

Apr 28
letting

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

27 October 19 76

A PERMIT TO place fill in connection with the construction of a bridge over Fifteenmile Creek. The work will involve the modification of an existing berm, construction of a temporary detour for Boyd Market Road, channelization of Fifteenmile Creek, and the construction of the bridge itself.

AT ~~XXX~~ near Dufer, Oregon

HAS BEEN ISSUED TO Oregon State Dept. of Transp. Highway Division **ON** 27 October 19 76

ADDRESS OF PERMITTEE 212 State Highway Building
Salem, OR 97310

PERMIT NUMBER
002212(Fifteenmile Creek-Fill)

A. M. HEINEMAN
for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-596

Orig. permit, cpy sticker: General Files

Cpy permit, sticker: Keasey, Hart, Versteeg, Terpin, Rulien, Williams

Orig. sticker, cpy permit: Cecil Head: Please mail sticker to Resident Engineer with signed copy of contract when let.

Contract 8522

Fran → March 1977 Schedule

NOTED
C. W. HEAD

Application No. 071-OYA-4-002212

Name of Applicant Oregon State Department of Transportation

Effective Date 27 October 1976

Expiration Date (If applicable) 31 October 1979

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 17 May 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Dept. of Transportation
Highway Division
212 State Highway Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill in connection with the construction of a bridge over Fifteenmile Creek. The work will involve the modification of an existing berm, construction of a temporary detour for Boyd Market Road, channelization of Fifteenmile Creek, and the construction of the bridge itself.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

(Cont. on 1A)

in Fifteenmile Creek Mile 27.3

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

~~XX~~ near Dufer, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks);

002212 (Fifteenmile Creek - Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

071-OXA-4

The modification of the existing berm will require the placement of approximately 1,336 cubic yards of material. The construction of the temporary detour will require the placement of approximately 873 cubic yards of embankment material with a 36-inch culvert beneath the embankment to carry the flow of Fifteenmile Creek during bridge construction. The above mentioned berm will act to divert the water through the culvert. Construction of the bridge will require the placement of two concrete abutments with footings, and approximately 472 cubic yards of quarry riprap to protect the bridge abutments and bankline. The fill associated with the channelization of Fifteenmile Creek is reflected in the above mentioned 472 cubic yards of quarry riprap. The detour will be removed after completion of the bridge.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 31 day of Oct, 1977, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31 day of Oct, 1979, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. All areas along the bank disturbed or newly created by the construction activity will be seeded, riprapped or given some other equivalent type of protection against subsequent erosion.

ee. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ff. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 2330.

gg. If during construction, cultural remains are encountered, the Museum of Natural History in Eugene, or the State Historic Preservation Office should be contacted immediately.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Frank E. Hagin — 10-25-76

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

27 October 1976

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

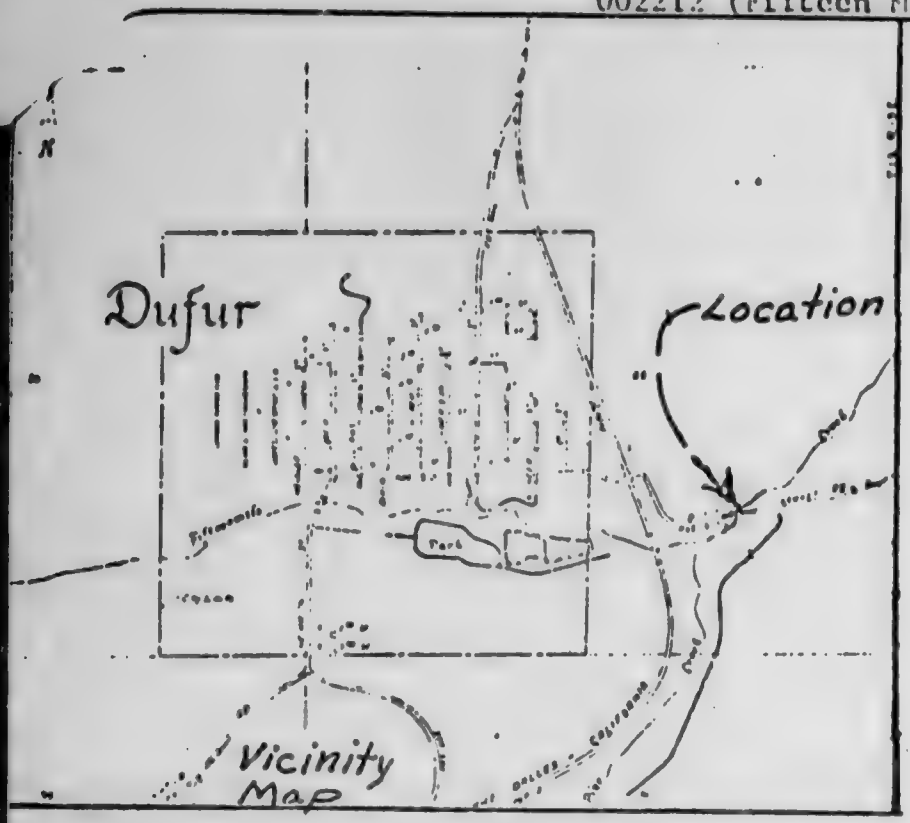
DATE

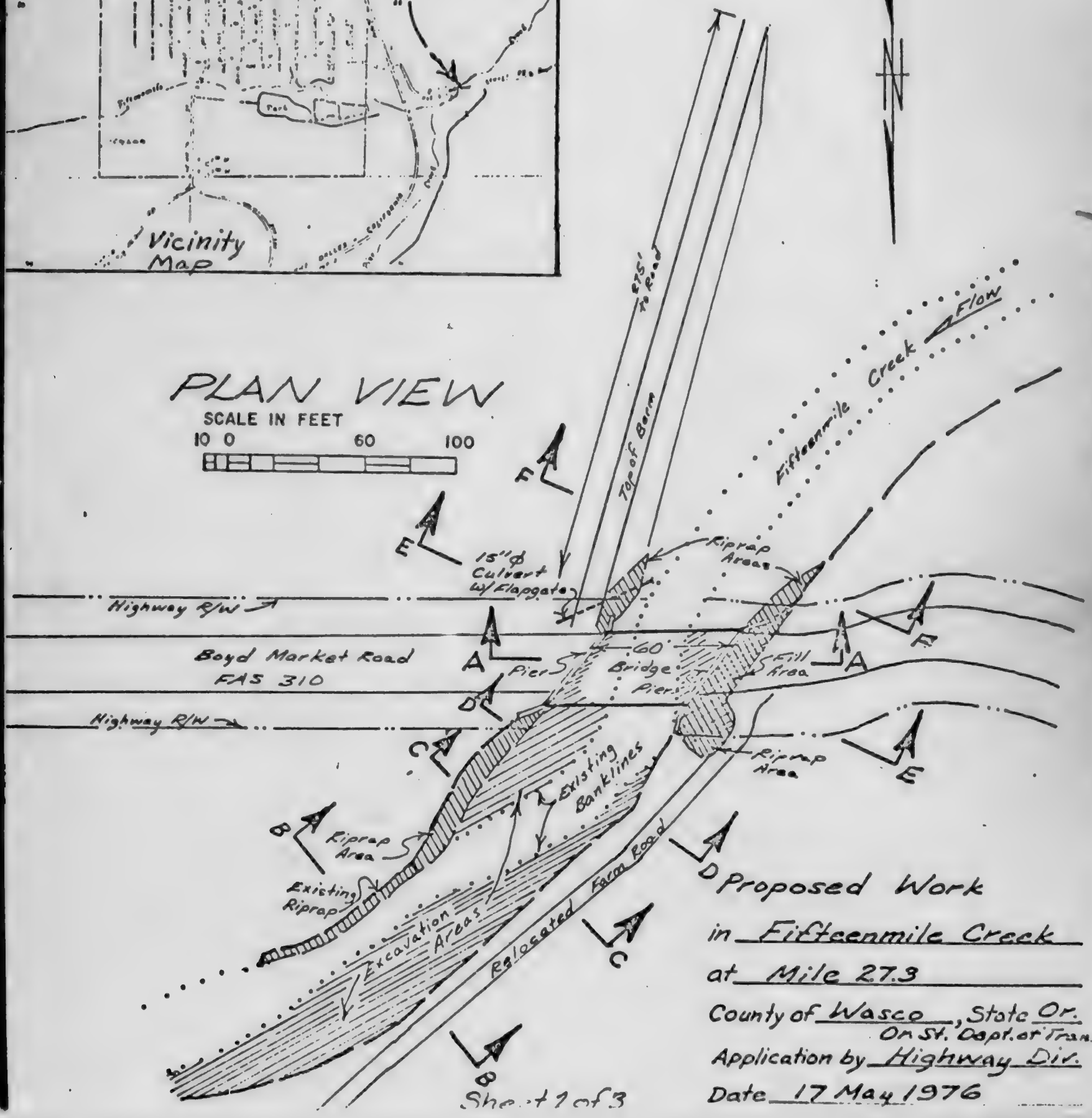
A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

002212 (Fifteen Mile Creek-Fill)





Proposed Work

in Fifteenmile Creek

at Mile 27.3

County of Wasco, State Or.

On St. Dept. of Trans.

Application by Highway Div.

Date 17 May 1976

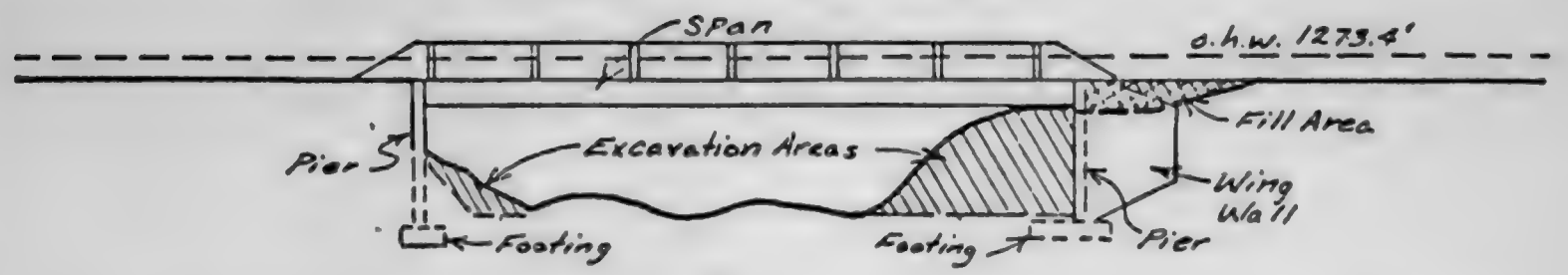
Sheet 1 of 3

002212(fifteenmile Creek-Fill)

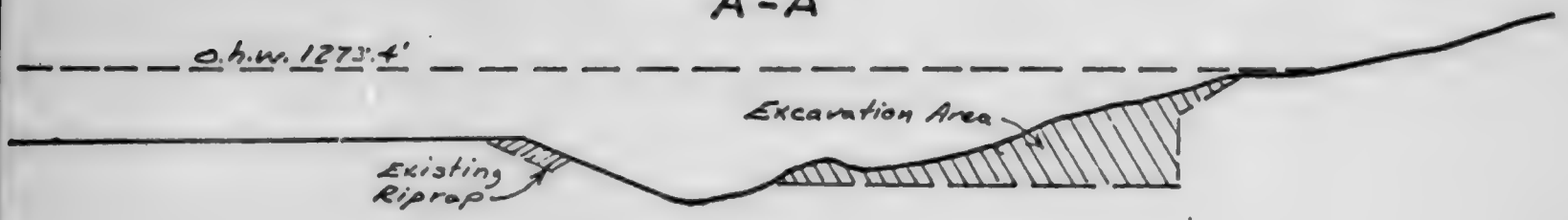
SECTIONAL VIEWS

Note: Elevations refer to sea level datum.

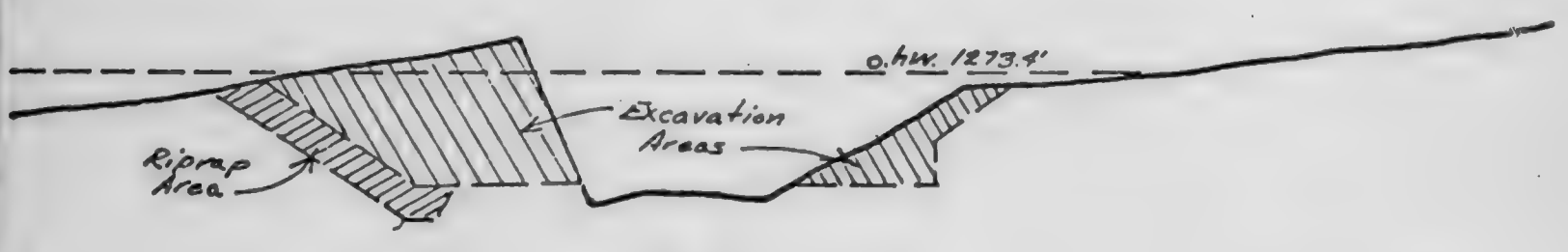
SCALE IN FEET
10 5 0 20 40



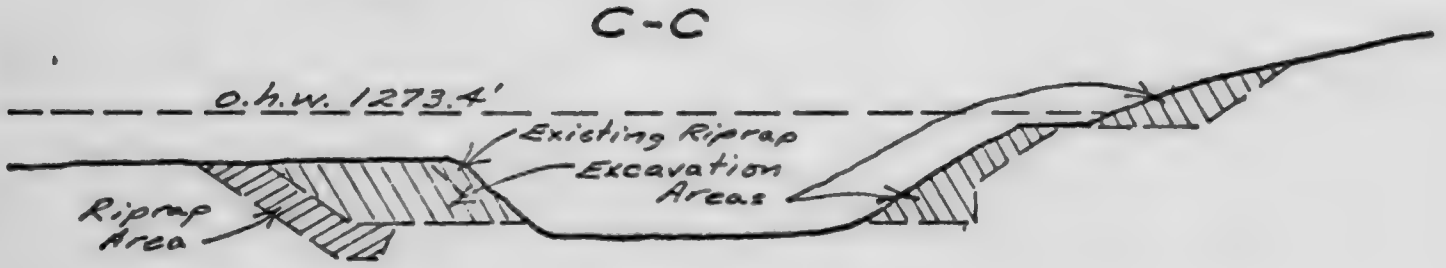
A-A



B-B

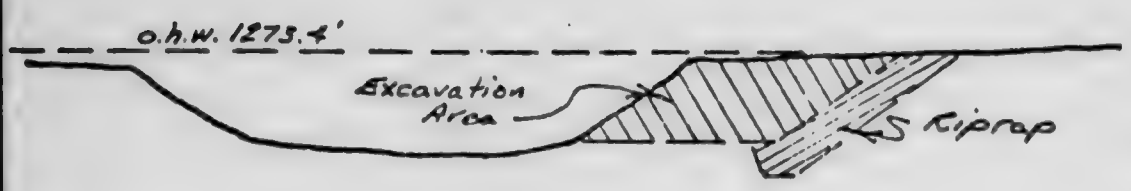


C-C



D-D

E-E



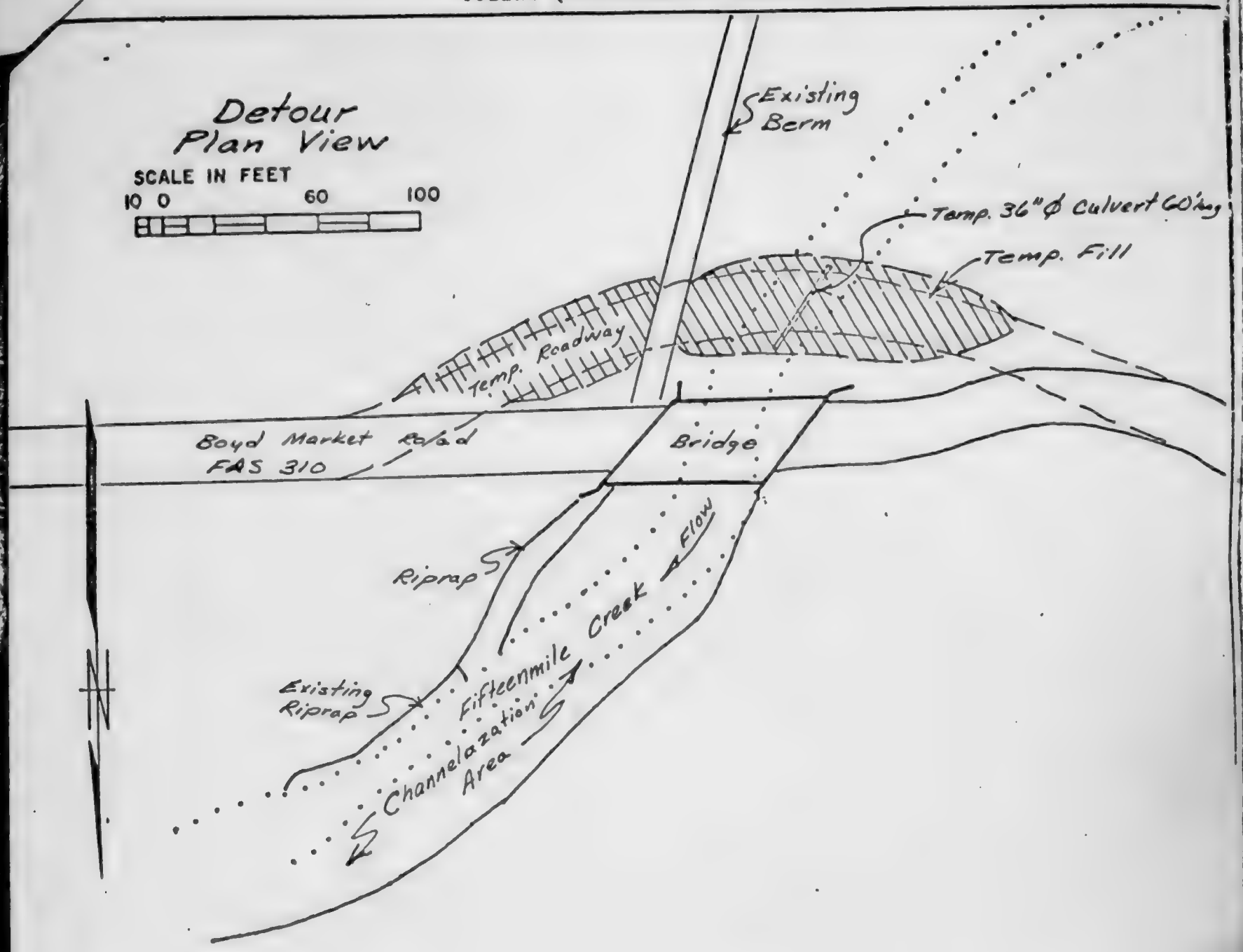
F-F

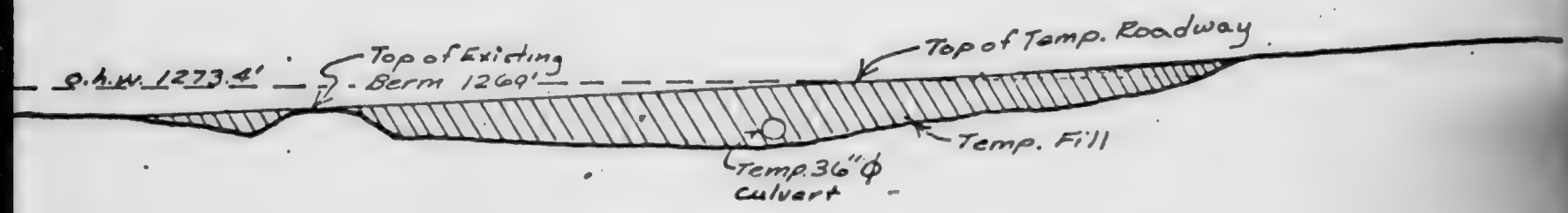
Proposed Work
in Fifteenmile Creek
at Mile 27.3
County of Wasco, State Or.
Or. St. Dept. of Tra.
Application by Highway Div.
Date 17 May 1976

002212 (Fifteenmile Creek-Fill)

Detour
Plan View

SCALE IN FEET
10 0 60 100





Detour
Typical Section

SCALE IN FEET
10 0 30 60

Proposed Work
In Fifteenmile Creek
at Mile 27.3
County of Wasco, State Or.
Or. St. Dept. of Trans
Application by Highway Div.
Date 17 May 1976

8522

OREGON STATE HIGHWAY D[illegible]ION
State Highway Building, Room 203
Salem, Oregon 97310

7-22-76

Attention: County-City Unit

Subject: Federal Aid Project No. RS-117(2)
Project Name Fifteenmile Creek Bridge Section
Boyd Market Road, FAS 310

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 22nd day of July, 1976

County of WASCO

County Judge/Chairman

Commissioner

Commissioner

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 13 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8522

1-10-77
USE FOR COMPARISON ONLY. GEZ

Project Cost Summary

Fifteenmile Creek(Boyd Market Road) Bridge

FAS 310

Wasco County

n No.	Item	Unit	Quantity	Unit Price	Amount	
	Mobilization	Lump Sum	ALL		$6,630.00	
	Temporary Protection & Direction Of Traffic	Lump Sum	ALL		$2,000.00	2,000
	Temporary Signs	Sq. Ft.	137	$6.10	$ 835.70	960
	Temp. Cont. Rail Traffic Barrier, Reflectorized	Lin. Ft.	50	$6.11	$ 305.50	1650
	Bridge Removal	Lump Sum	ALL		$2,500.00	5,000
	Channel Excavation	Cu. Yd.	2563 1050	$10.00 $5.00	$5,250.00	25,630
	Special Wall Back-fill	Cu. Yd.	133	$7.00	$ 931.00	
	Structure Excava-tion	Cu. Yd.	137	$15.00	$2,055.00	4,020
	Structure Excavation Below Elevations Shown	Cu. Yd.	10	$15.00	$ 150.00	450
	Structure Concrete Class 3300	Lump Sum	ALL		$11,200.00	16,800
	4'/45'/50' (60' 65') Pre-stressed Slabs	Only	10	3,000 $1,900.00	$19,000.00	30,000
	Reinforcement	Lump Sum	ALL		$1,540.00	3,264
3	Metal Rail	Lin. Ft.	132 100	38.00 $9.00	$1,900.00	5,016
	15 Inch Culvert Pipe	Lin. Ft.	70	$9.00	$ 630.00	525
5	Loose Riprap Class 700	Cu. Yd.	472 1520	5.50 $12.00	$18,240.00	2,596
	Temporary Detour	Lump Sum	ALL		$3,000.00	
7	Relocat 4" Water Line	E.W.O.	ALL		$1,000.00	
8	Toe Trench Excavation	Cu. Yd.	490	$6.00	$2,940.00	1960

d em No.	Item	Unit	Quantity	Unit Price	Amount	
	Flagging	Hours	15	$12.00	$180.00	384

Subtotal Without Mobilization	$73,657.20
Subtotal With Mobilization	$80,287.20
Engineering & Contingencies	$10,437.34
Grand Total	$90,724.54

SHORING & CRIBBING 5,000

ROADWORK & DETOUR 21,278

GUARD RAIL 1,385

#8522

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

27 October 19 76

A PERMIT TO place fill in connection with the construction of a bridge over Fifteenmile Creek. The work will involve the modification of an existing berm, construction of a temporary detour for Boyd Market Road, channelization of Fifteenmile Creek, and the construction of the bridge itself.

~~AT~~ near Dufer, Oregon

HAS BEEN ISSUED TO Oregon State Dept. of Transp. Highway Division **ON** 27 October 19 76

ADDRESS OF PERMITTEE 212 State Highway Building
Salem, OR 97310

PERMIT NUMBER
002212(Fifteenmile Creek-Fill)

A. M. HEINEMAN
for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-596

Orig. permit, cpy sticker: General Files

Cpy permit, sticker: Keasey, Hart, Versteeg, Terpin, Rulien, Williams

Orig. sticker, cpy permit: Cecil Head: Please mail sticker to Resident Engineer with signed copy of contract when let.

Application No. 071-OYA-4-002212

Name of Applicant Oregon State Department of Transportation

Effective Date 27 October 1976

Expiration Date (If applicable) 31 October 1979

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 17 May 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Dept. of Transportation ◄ (Here insert the full name and address of the permittee)
Highway Division
212 State Highway Building
Salem, OR 97310

is hereby authorized by the Secretary of the Army:

to place fill in connection with the construction of a bridge over Fifteenmile Creek. The work will involve the modification of an existing berm, construction of a temporary detour for Boyd Market Road, channelization of Fifteenmile Creek, and the construction of the bridge itself. ◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

(Cont. on 1A)

in Fifteenmile Creek Mile 27.3 ◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

xx near Dufer, Oregon ◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002212 (Fifteenmile Creek - Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

.The modification of the existing berm will require the placement of approximately 1,336 cubic yards of material. The construction of the temporary detour will require the placement of approximately 873 cubic yards of embankment material with a 36-inch culvert beneath the embankment to carry the flow of Fifteenmile Creek during bridge construction. The above mentioned berm will act to divert the water through the culvert. Construction of the bridge will require the placement of two concrete abutments with footings, and approximately 472 cubic yards of quarry riprap to protect the bridge abutments and bankline. The fill associated with the channelization of Fifteenmile Creek is reflected in the above mentioned 472 cubic yards of quarry riprap. The detour will be removed after completion of the bridge.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 31 day of Oct, 1977, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31 day of Oct, 1979, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. All areas along the bank disturbed or newly created by the construction activity will be seeded, riprapped or given some other equivalent type of protection against subsequent erosion.

ee. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ff. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 2330.

gg. If during construction, cultural remains are encountered, the Museum of Natural History in Eugene, or the State Historic Preservation Office should be contacted immediately.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Frank E. Hopkins — 10-25-76

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

27 October 1976

DATE

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

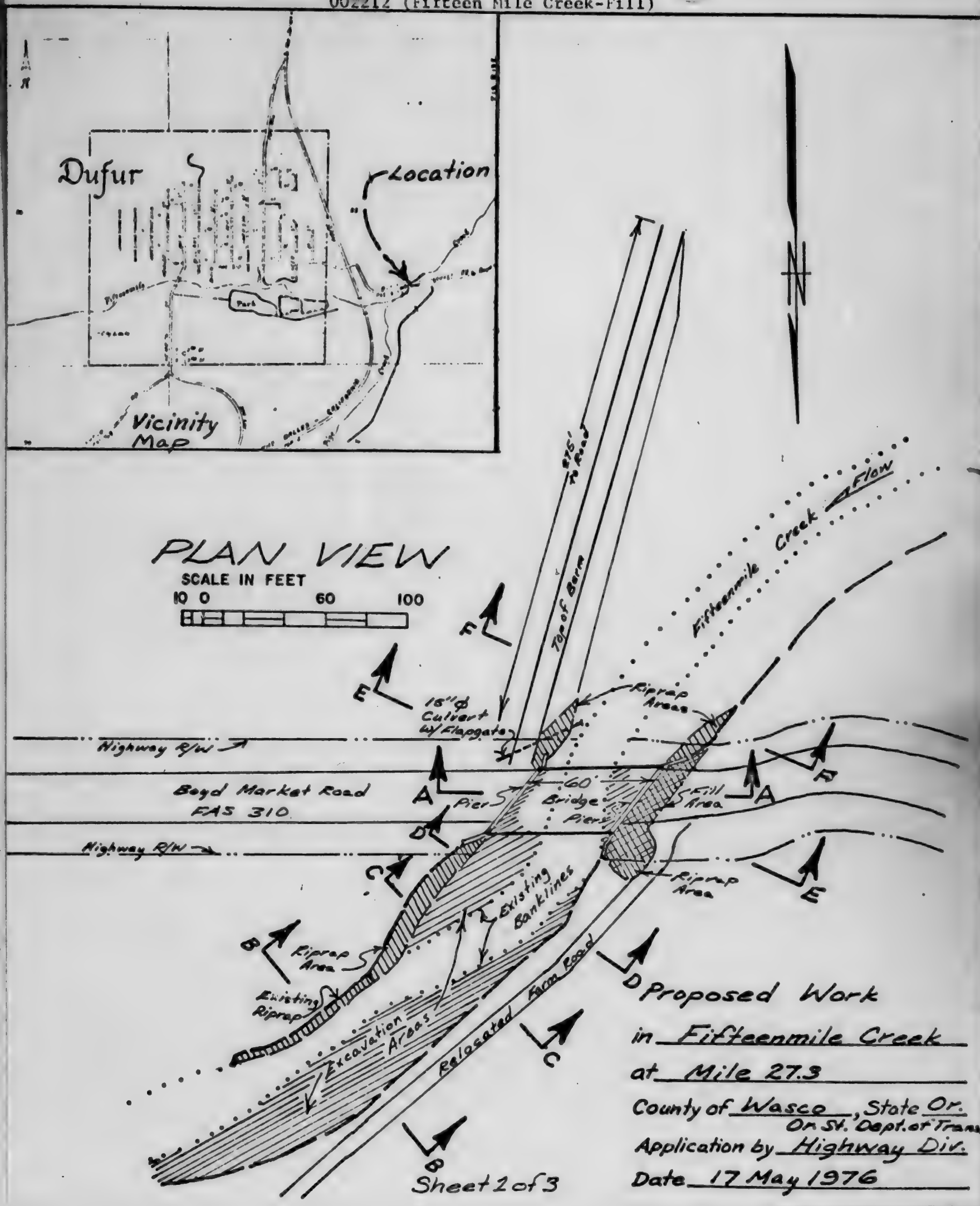
TRANSFEREE — DATE

002212 (Fifteen Mile Creek-Fill)

PLAN VIEW

SCALE IN FEET

10 0 60 100



Proposed Work

in Fifteenmile Creek

at Mile 27.3

County of Wasco, State Or.

Or. St. Dept. of Trans.

Application by Highway Div.

Date 17 May 1976

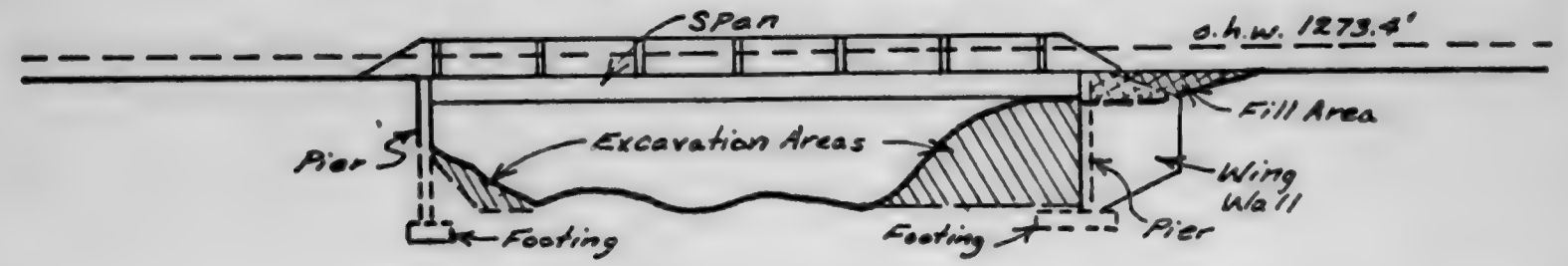
Sheet 1 of 3

002212(fifteenmile Creek-Fill)

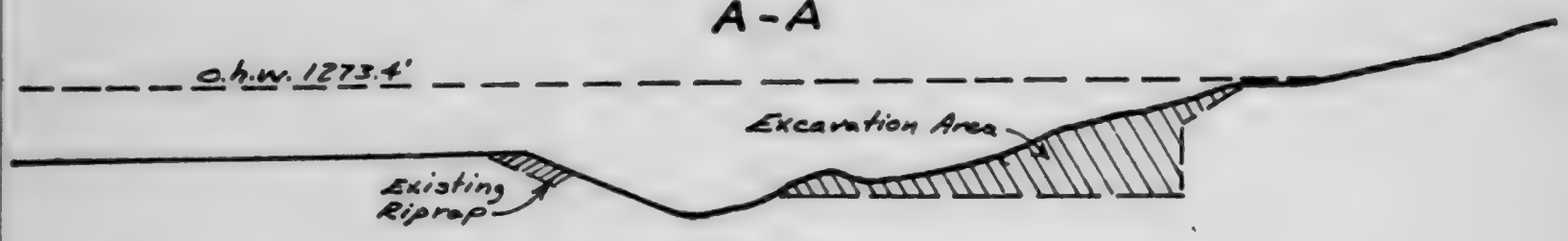
SECTIONAL VIEWS

SCALE IN FEET
10 5 0 20 40

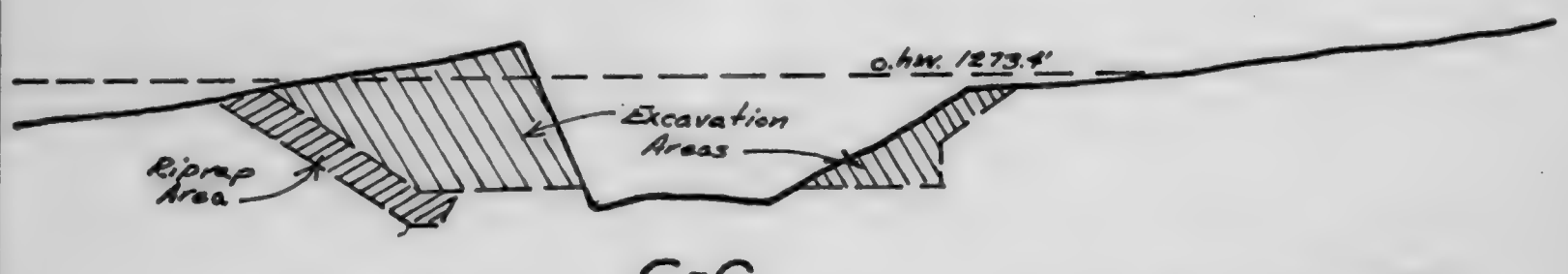
Note: Elevations refer to sea level datum.



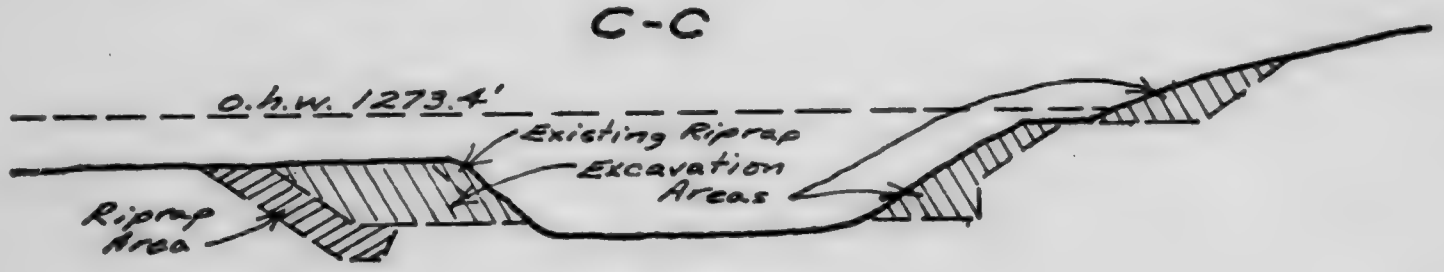
A-A



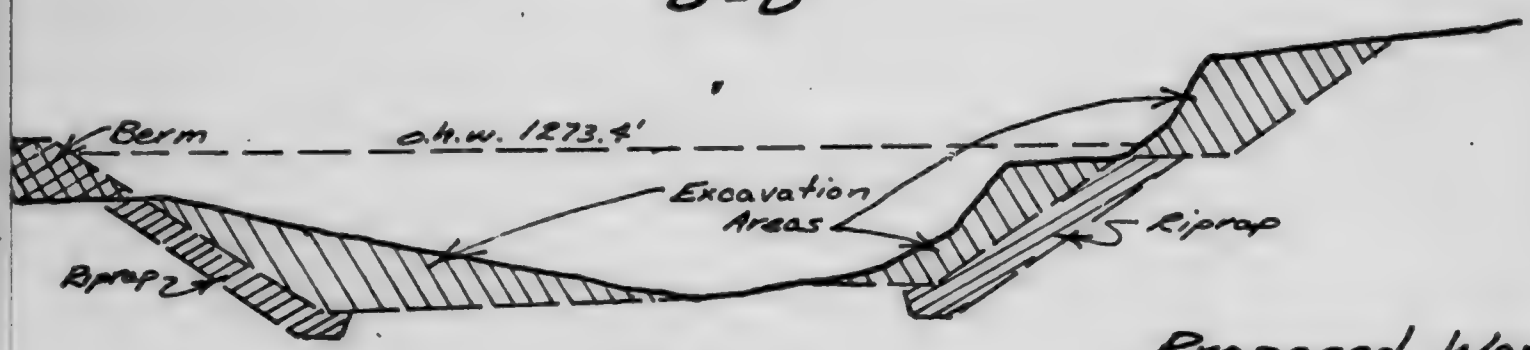
B-B



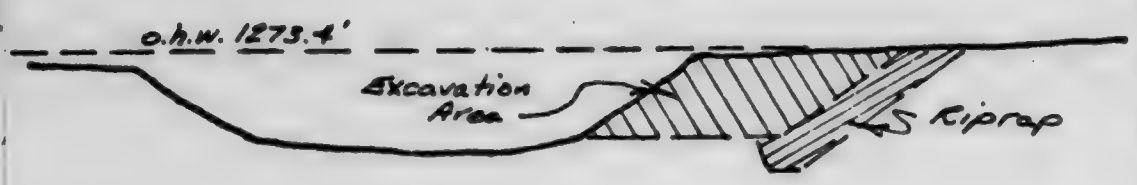
C-C



D-D



E-E



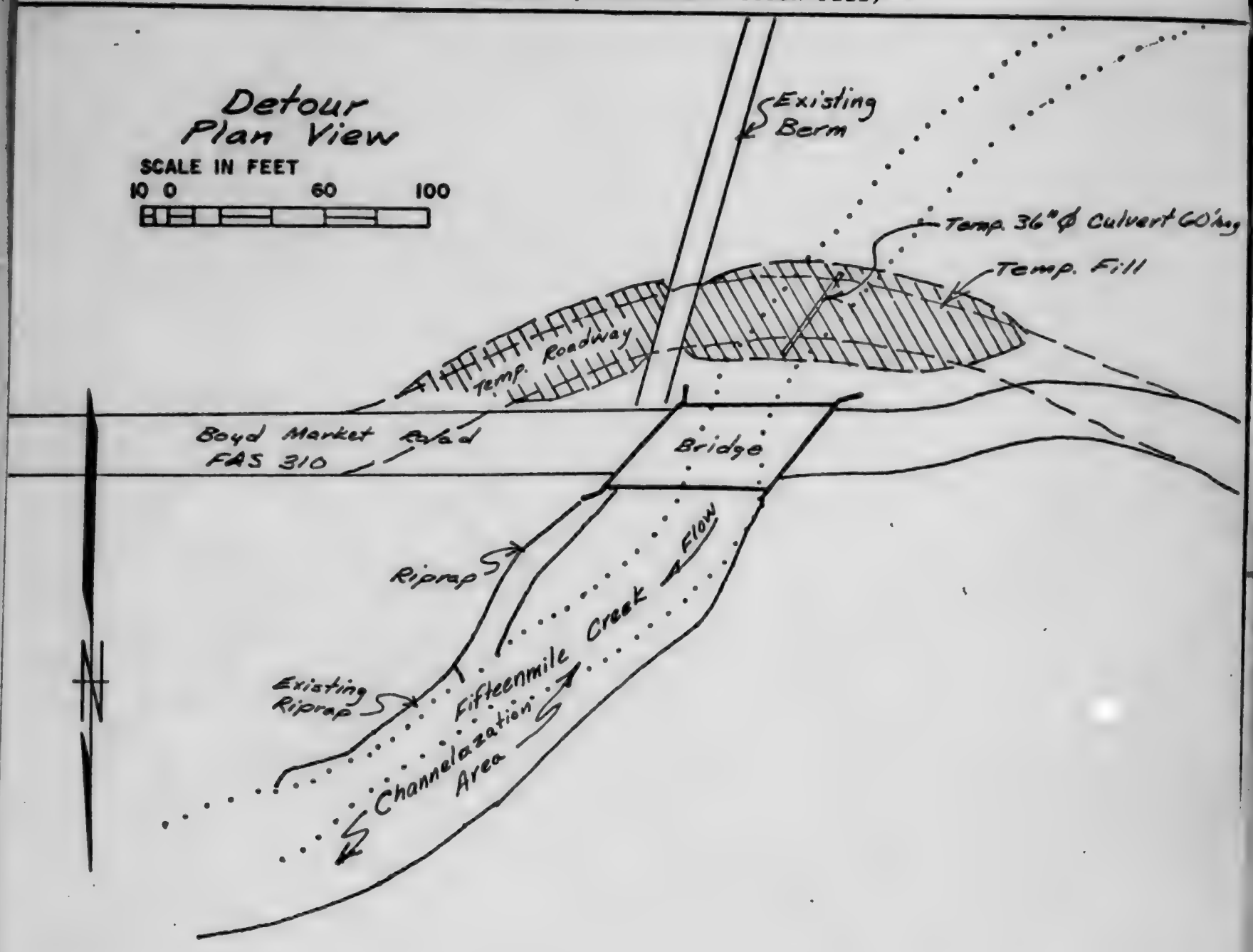
F-F

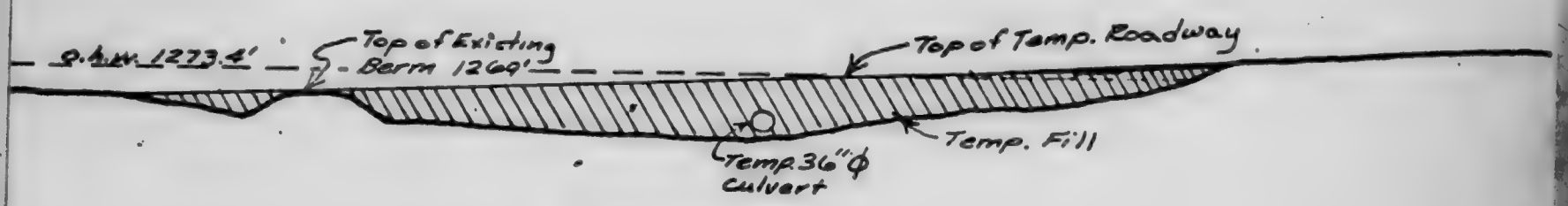
Proposed Work
in Fifteenmile Creek
at Mile 27.3
County of Wasco, State Or.
Or. St. Dept. of Trans.
Application by Highway Div.
Date 17 May 1976

002212 (Fifteenmile Creek-Fill)

Detour Plan View

SCALE IN FEET
10 0 60 100





Detour Typical Section

SCALE IN FEET
10 0 30 60

Sheet 3 of 3

Proposed Work
in Fifteenmile Creek
at Mile 27.3
County of Wasco, State Or.
Or. St. Dept. of Trans.
Application by Highway Div.
Date 17 May 1976

8522

PRO 6-2

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

ROBERT W STRAUB
GOVERNOR

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM for F.L.G.
L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-UP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-0005(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TQS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
D. E. Swan

1.	Elk River – Port Orford	~~1st Curve~~ JoP-95(2)		8325
2.	Slater Creek – Applegate Creek	RF-DP-29(6)		8310
3.	Buchanan – Eagle Reservoir	Harney	Con 21-4	
4.	Head Road – Airport Road	Jackson	Con 21-8	Jackson
5	Statewide Roadside Obstacles Projects	Jos 10-1		SP.
6	Columbia River – Lake Road	Multnomah & Clackamas	Con 21-1	SP 205
7	Powder River (Phillips) Bridge	Baker	RS-21-107(1)	8400
8	Malheur River (Russell) Bridge	Malheur	RS-23-122(1)	8349
9	Airport Rd. – Lancaster Dr.	Marion		
10.	Remote Sections	Coos County	Con 21-4	Coos Bay Roseburg
11	Skipanon River (Warrenton) Br.	Clatsop	Mai 14-1-1	SP
12	S. Unit Astoria – Camp Rilea	Con 101-21		Clatsop
17	N. Fk. Cold Springs Ck.	Umatilla	RS-20-100	8450
18	Fifteenmile Creek Bridge	Wasco	Con 19-1	F.

Please include
information on
funding on
9-3

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [redacted]117(3)

STATE PROJECT NO.: Fifteen mile Cr Sect.

FROM:
G. L. Green
Division Administrator 8-2-76

PROGRAM NO.:

ITEM NO.: RS-115

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
8-2-76	8-2-76	Secondary Route B 410 (old 310) / County Road

GENERAL LOCATION:

County Road 0.2 miles East of Dufur.

GENERAL DESCRIPTION OF WORK:

One Structure (Code X080 miles 0.076)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ OTHER (Specify) Program Approval (TEC $145,900 - FF $125,000)
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 7-27-76, I approve this project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 7-27-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $145,900 federal funds $125,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76	G. K. Hoerner	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-885

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 27, 1976

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): Co. Rd., 0.2 mi. East of Dufur (21-68)	ADT	PRESENT: 250 DHV 30	FUTURE: 400 (66)(70)	YEAR: 96 (71)(72)	REGION: 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge (28-62)	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AREA (69)	DA CLASIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER (2): RS- (14-15)	NUMBER: 117 (7)			
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Wasco											
	NAME OF URBAN AREA: - - - (17-31)	ROUTE NO. S	FEDERAL-AID: B 410* (32)	STATE: Co. Rd. (36)(37)	U.S. - - -								

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43-46	53		(54)(58)	(59-66)	(67-78)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Fifteenmile Creek Bridge Section"	0.076	145,900	125,000	10,450	10,450(Co.)
							PROJECT TOTALS	0.076	145,900	125,000	10,450	10,450(CO.)

CARD 1	CODE 1	PREPARED BY	JLG
1	14	PROGRAM APPROVAL DATES	

AUG 2 1976

FHWA OREGON DIVISION

*Old FAS 310

REMARKS: Additional Data: Item N
RS-117

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 27, 1976

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., 0.2 mi. East of Dufur	ADT	250 DHV 30	400	96	10	Oregon	41	075	115

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								RS-	117	(3)		

Rural Secondary	COUNTY NAME Wasco	CODE 065	PROGRAM STAGE
- - -	ROUTE NO. S	FEDERAL-AID B 410*	STATE Co. Rd.	U.S. - - -	1 OR XX 2

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
IST		"Fifteenmile Creek Bridge Section"	0.076	145,900	125,000	10,450	10,450(Co.)	ROW - 60' normal; Access Control-None; Parking Restriction-None
JLG		PROJECT TOTALS	0.076	145,900	125,000	10,450	10,450(CO.)	

AL DATES

1976

REMARKS Additional Data: Item No. 65; Project No. RS-117(2)

*Old FAS 310

-OVER-

FIFTEENMILE CREEK BRIDGE SECTION

PROJECT NO. RS-117(3)

Remarks - continued

Project Data: The work consists of removing existing structure and construct, on existing alignment, a prestressed concrete slab span bridge (Br. No. 15457A) approximately 60 feet in length having a horizontal clearance of 32 feet with a 5-foot walk area on the north side, grade and pave roadway approaches, grade and drain detour, construct dike, place required riprap, furnish and plant willow stakes, and other incidental work common to this type of project.

NOTE: County to surface, maintain and remove detour at an est. cost of $5,063.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 10, 1975.

IM 50-1-70 Requirements:

(a) State Clearinghouse - Exempt from A-95 review under working agreement.

(b) District 9 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work activities of concern to the clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oreg

(b) Location/Design - Not a factor in the deve project.

Route Data: This is a farm-to-market road, sch mail route.

Control of Utilities: The state does not have, legal authority to control the use of utilities of this project. A state-county agreement is b comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional Distric

CREEK BRIDGE SECTION

RS-117(3)

ntinued

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n existing alignment, a prestressed concrete slab span
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is such that it will not affect decisions or other public
tivities of concern to the clearinghouse agencies, or
in significant alterations of land use or traffic flow
s which would require changes in planning completed or
y.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus route and a mail route.

Control of Utilities: The state does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 2.

8522

PRO 6-2

July 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM for L. W. Rulfen
Program Management Engineer

SIGNAL SIGNED BY
D. E. SWAN

SUBJECT Program Data Submission

We are submitting program data for the following two projects:

Item No. 115, Project No. RS-117(3), Fifteenmile Cr. Bridge
Item No. 116, Project No. RS-561(3), Decker Rd.-Jackknife Cr.

Each project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

It is the Oregon State Highway Division's intention to receive bids for these projects on August 26, 1976.

We request for each project the following:

(1) Approval of the program for inclusion in the Federal Aid Rural Secondary Highway Program.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost with obligation of federal funds in the amounts stipulated in the program document.

JLG:ljt
Attachments

cc: C. M. Williams, Reg. 4

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 27, 1976

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., 0.2 mi. East of Dufur (21-69)

ADT — PRESENT: 250 DHV 30 — FUTURE: 400 (66)(70) — YEAR: 96 (71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): One Bridge (28-62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER (S): RS- (14-23) — NUMBER: 117 (24-27)

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Secondary — COUNTY NAME: Wasco (CO. (11-12))

NAME OF URBAN AREA: - - - (17-31) — ROUTE NO. S — FEDERAL-AID: B 410* (32) — STATE: Co. Rd. (36)(37) — U.S. - -

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(14-15)	16	41	42	43-46	53		(54)(58)	(59-66)	(67-78)		
5				PE							
5				ROW							
5				CONST (CODE) X080		"Fifteenmile Creek Bridge Section"	0.076	145,900	125,000	10,450	10,450(Co.)
						PROJECT TOTALS	0.076	145,900	125,000	10,450	10,450(CO.)

ESTIMATED PROJECT COST BY PHASES

CARD 1 — CODE 1 — PREPARED BY: JLG

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item N RS-117

*Old FAS 310

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

July 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 0.2 mi. East of Dufur	ADT	250 DHV 30	400	96	10	Oregon	41	075	-115

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								RS-	117	(3)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Wasco	065	1 OR XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B 410*	Co. Rd.	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080		"Fifteenmile Creek Bridge Section"	0.076	145,900	125,000	10,450	10,450(Co.)	ROW - 60' normal; Access Control-None; Parking Restriction-None
BY JLG		PROJECT TOTALS	0.076	145,900	125,000	10,450	10,450(CO.)	

APPROVAL DATES

REMARKS: Additional Data: Item No. 65; Project No. RS-117(2)

*Old FAS 310

-OVER-

FIFTEENMILE CREEK BRIDGE SECTION

PROJECT NO. RS-117(3)

Remarks - continued

Project Data: The work consists of removing existing structure and construct, on existing alignment, a prestressed concrete slab span bridge (Br. No. 15457A) approximately 60 feet in length having a horizontal clearance of 32 feet with a 5-foot walk area on the north side, grade and pave roadway approaches, grade and drain detour, construct dike, place required riprap, furnish and plant willow stakes, and other incidental work common to this type of project.

NOTE: County to surface, maintain and remove detour at an est. cost of $5,063.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 10, 1975.

IM 50-1-70 Requirements:

(a) State Clearinghouse - Exempt from A-95 review under working agreement.

(b) District 9 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work activities of concern to the clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon A

(b) Location/Design - Not a factor in the develop project.

Route Data: This is a farm-to-market road, school mail route.

Control of Utilities: The state does not have, at legal authority to control the use of utilities on of this project. A state-county agreement is bein comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District N

CREEK BRIDGE SECTION

RS-117(3)

ontinued

: The work consists of removing existing structure and on existing alignment, a prestressed concrete slab span No. 15457A) approximately 60 feet in length having a clearance of 32 feet with a 5-foot walk area on the north and pave roadway approaches, grade and drain detour, ike, place required riprap, furnish and plant willow other incidental work common to this type of project.

ty to surface, maintain and remove detour at an est. of $5,063.

Requirements: Nonmajor action project concurred in by ember 10, 1975.

Requirements:

Clearinghouse - Exempt from A-95 review under working ent.

ct 9 Clearinghouse - It is our contention that this is a clearinghouse for if it were fully operational or entative of its respective district or both that it would signed working agreement in effect. Furthermore, it is inion that A-95 review is not necessary as the work in- is such that it will not affect decisions or other public ctivities of concern to the clearinghouse agencies, or in significant alterations of land use or traffic flow ns which would require changes in planning completed or way.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus route and a mail route.

Control of Utilities: The state does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 2.

8522

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

7-22-76

Subject: Federal Aid Project No. RS-117(2)
Project Name Fifteenmile Creek Bridge Section
Boyd Market Road, FAS 310

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 22nd day of July, 1976

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

County of WASCO

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8522

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:

NPPND-RF

13 July 1976

PUBLIC NOTICE
071-OYA-4-002212
FILL
FIFTEENMILE CREEK MILE 27.3 NEAR DUFUR, IN WASCO COUNTY, OREGON

Interested parties are hereby notified that application has been made for a Department of the Army permit for the discharge of dredged or fill material into navigable waters of this Engineer District under the provisions of Section 404 of the "Federal Water Pollution Control Act Amendments of 1972".

Name of Applicant: Oregon State Department of Transportation, Highway Division.

Character and Purpose of Work: to place fill in connection with the construction of a bridge over Fifteenmile Creek at mile 27.3 approximately one-half mile east of the City of Dufur, in Wasco County, Oregon. The proposed bridge will replace an existing bridge. The work will involve the modification of an existing berm, construction of a temporary detour for Boyd Market Road, channelization of Fifteenmile Creek, and the construction of the bridge itself as shown on sheets 1, 2, and 3 of the attached drawings marked 002212 (Fifteenmile Creek-Fill).

The modification of the existing berm will require the placement of approximately 1,336 cubic yards of material. The construction of the temporary detour will require the placement of approximately 873 cubic yards of embankment material with a 36-inch culvert beneath the embankment to carry the flow of Fifteenmile Creek during bridge construction. The above mentioned berm will act to devert the water through the culvert. Construction of the bridge will require the placement of two concrete abutments with footings, approximately 150 cubic yards of backfill around the footings, and approximately 472 cubic yards of quarry riprap to protect the bridge abutments and bankline. The fill associated with the channelization of Fifteenmile Creek is reflected in the above mentioned 472 cubic yards of quarry riprap. The applicant states the detour will be removed after completion of the bridge.

Additional Information: Additional information may be obtained from Mr. Don Keys, Oregon State Department of Transportation, Highway Division, 212 State Highway Building, Salem, Oregon 97310. Telephone (503) 378-6265.

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Permits
7-14-76

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

NPPND-RF-1
RE: 071-OYA-4- 002212

The latest published version of the National Register of Historic Places has been consulted and it has been determined that the property described is not a registered property nor is it listed in the latest published version of the Register as being eligible for inclusion therein. Unknown archeological, scientific, prehistorical or historical data may be lost or destroyed by work to be accomplished under the requested permit.

Additional Requirements: A permit for the proposed work will not be issued until certification as required under Section 401 of the Federal Water Pollution Control Act Amendments of 1972 has been received from the Oregon State Department of Environmental Quality. State law requires that leases, easements or permits be obtained for certain works or activity in the described waters. These state requirements must be met where applicable and the Department of the Army permit obtained before any work waterward of the ordinary high water line may be accomplished. Similarly, the governing county, city and/or other local governmental agencies may also have ordinances or requirements which must be satisfied before the work is accomplished.

Public Hearing: Any person who has an interest which may be adversely affected by the issuance of a permit for the work described herein may request a public hearing. The request must be submitted in writing to the District Engineer within thirty days of the date of this public notice and must clearly set forth the interest which may be adversely affected and the manner in which the proposed activity will adversely affect that interest.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work. The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use classification, navigation, recreation, water supply, water quality and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Federal Water Pollution Control Act. No permit will be granted unless its issuance is found to be in the public interest.

A preliminary determination has been made that an environmental impact statement is not currently required for the proposed work.

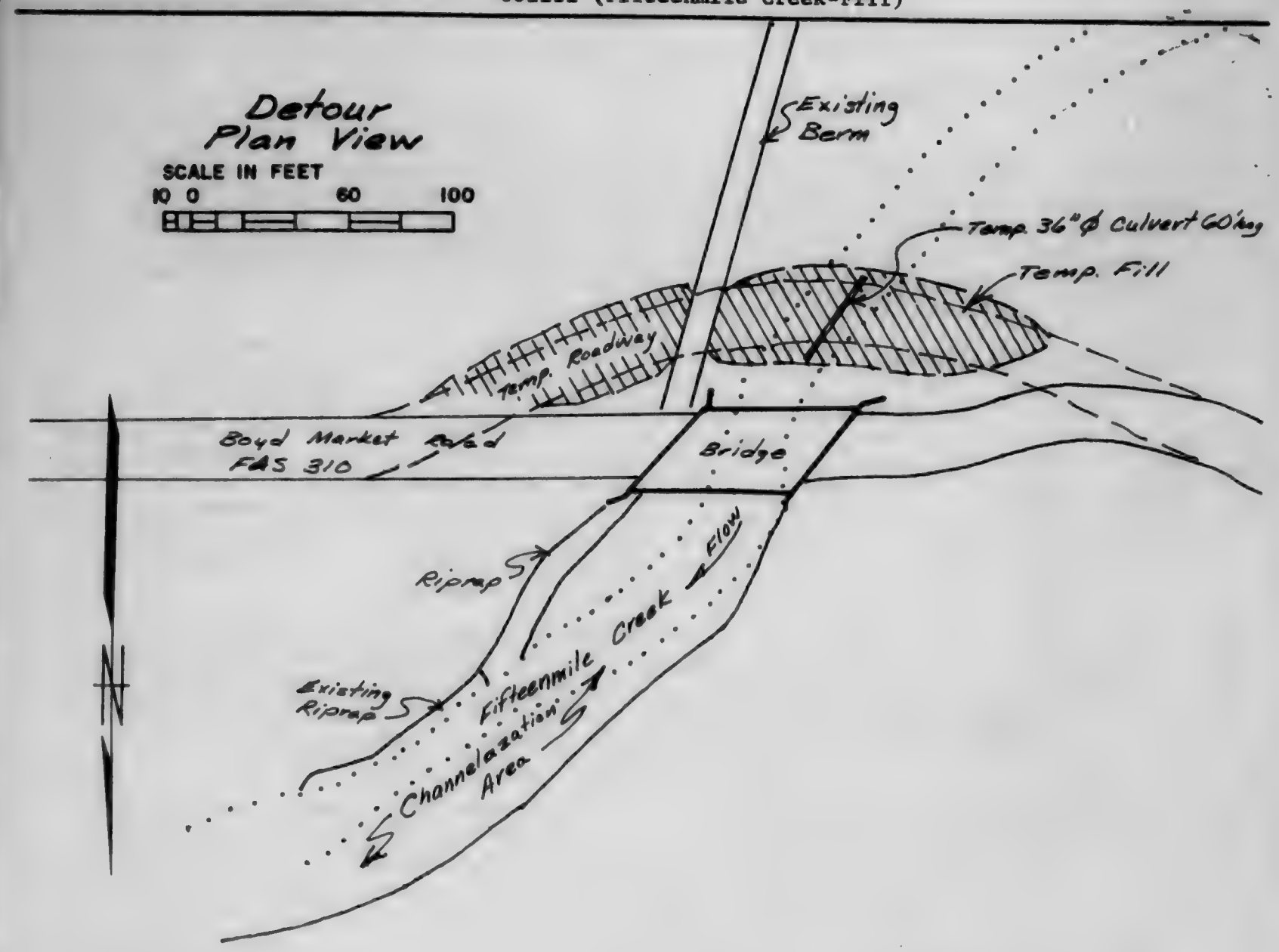
Replies to this notice should be mailed to reach this office not later than 13 August 1976.

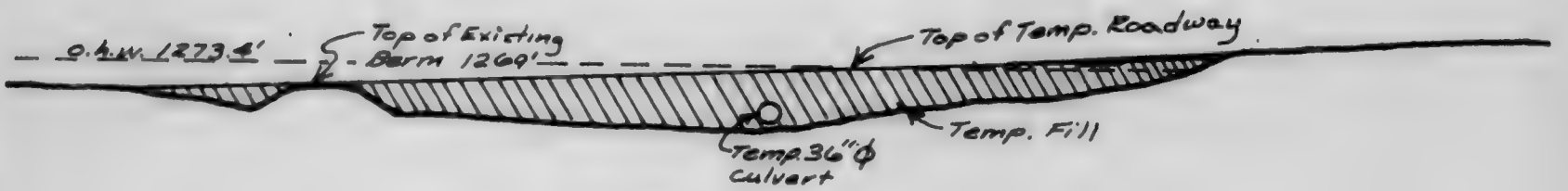
A. J. HEINEMAN
Chief, Navigation Division

002212 (Fifteenmile Creek-Fill)

Detour
Plan View

SCALE IN FEET
10 0 60 100





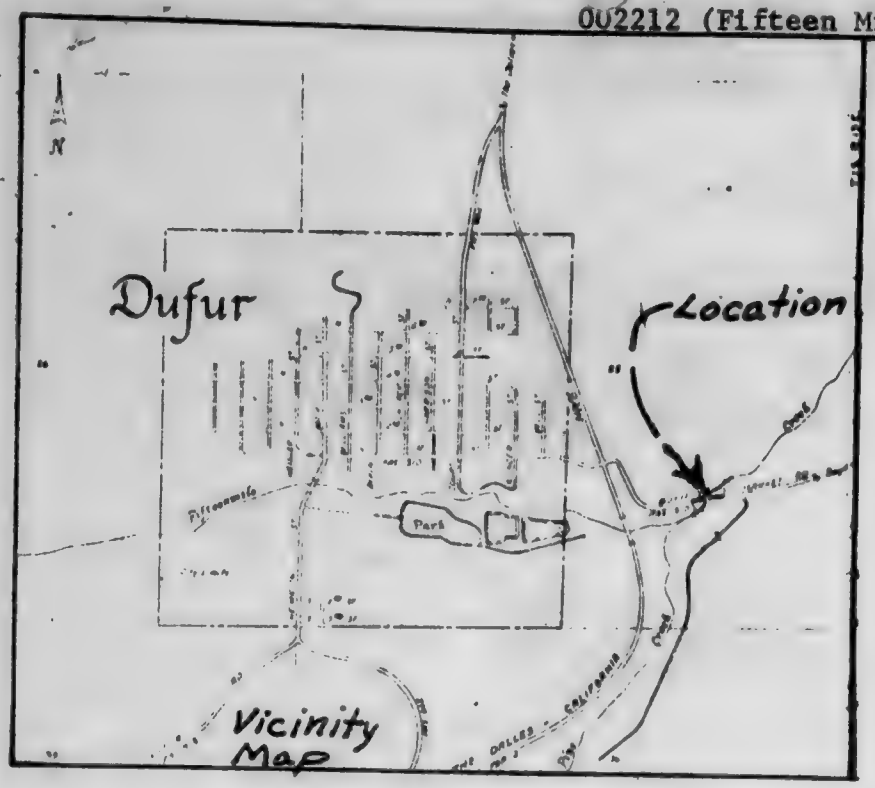
Detour
Typical Section

SCALE IN FEET
10 0 30 60

Sheet 3 of 3

Proposed Work
in Fifteenmile Creek
at Mile 27.3
County of Wasco, State Or.
Or. St. Dept. of Trans.
Application by Highway Div.
Date 17 May 1976

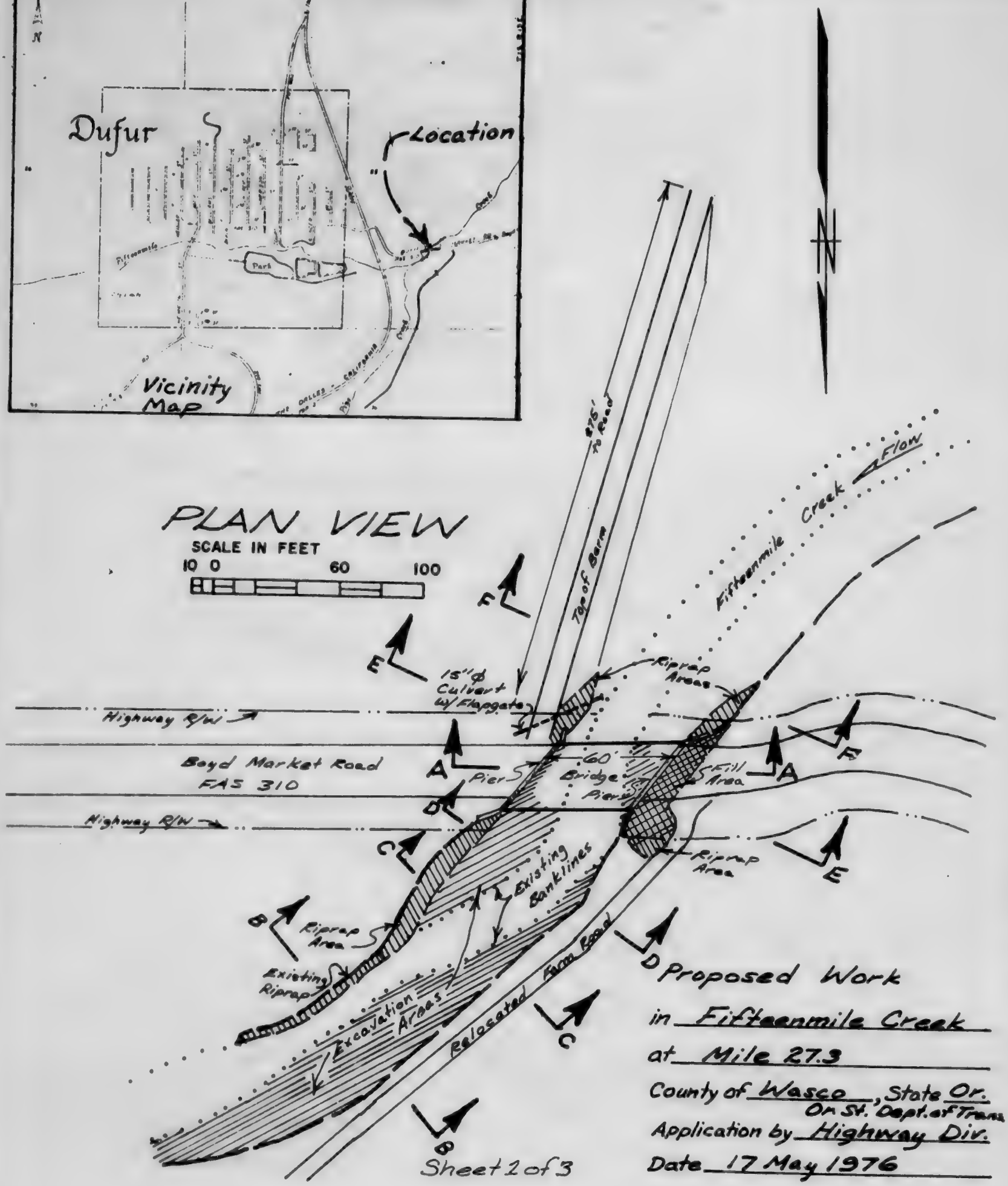
002212 (Fifteen Mile Creek-Fill)



PLAN VIEW

SCALE IN FEET

10 0 60 100



Proposed Work

in Fifteenmile Creek

at Mile 27.3

County of Wasco, State Or.

On St. Dept. of Trans.

Application by Highway Div.

Date 17 May 1976

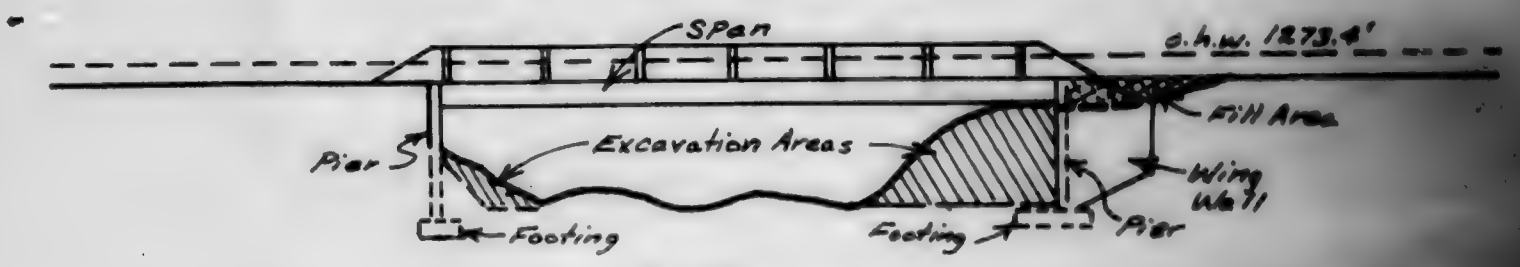
Sheet 1 of 3

002212(fifteenmile Creek-Fill)

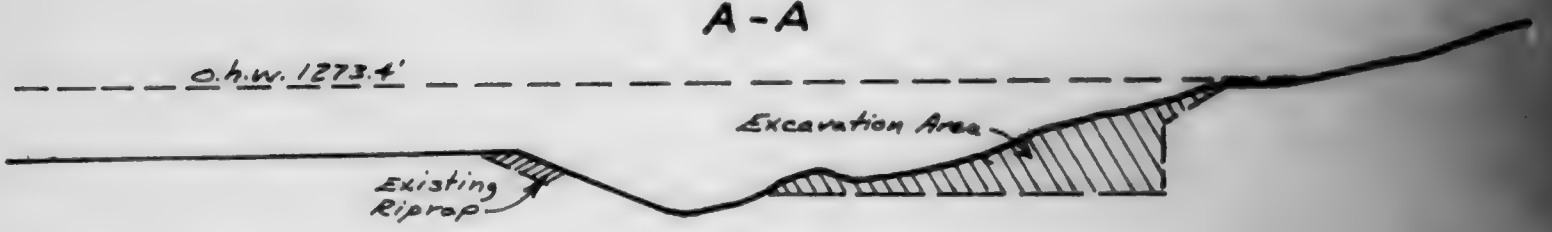
SECTIONAL VIEWS

SCALE IN FEET
10 5 0 20 40

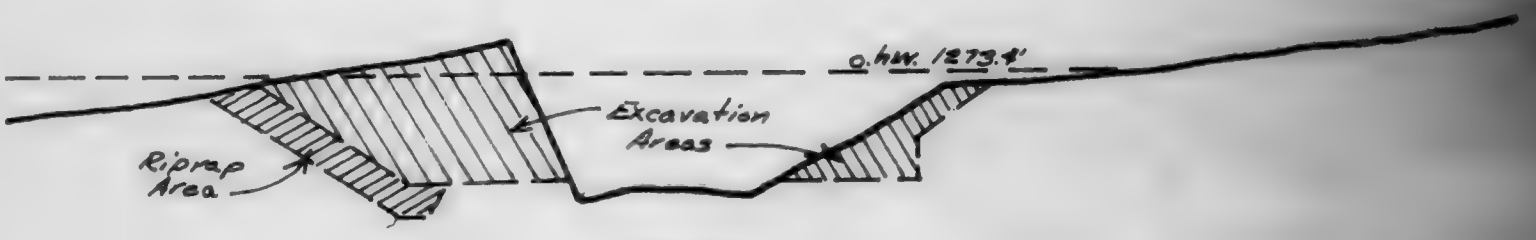
Note: Elevations refer to sea level datum



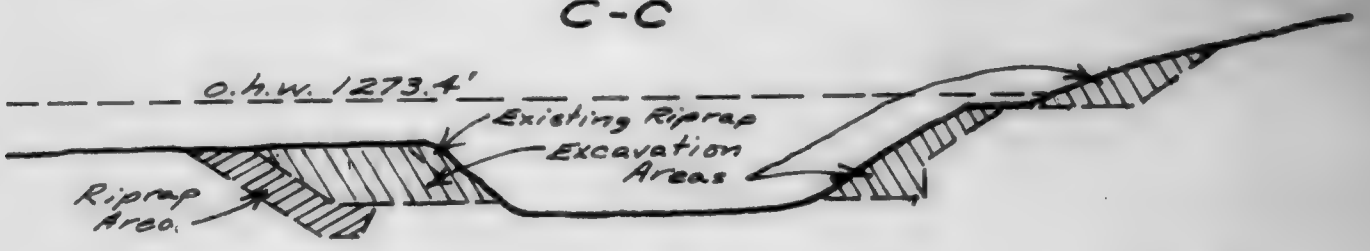
A-A



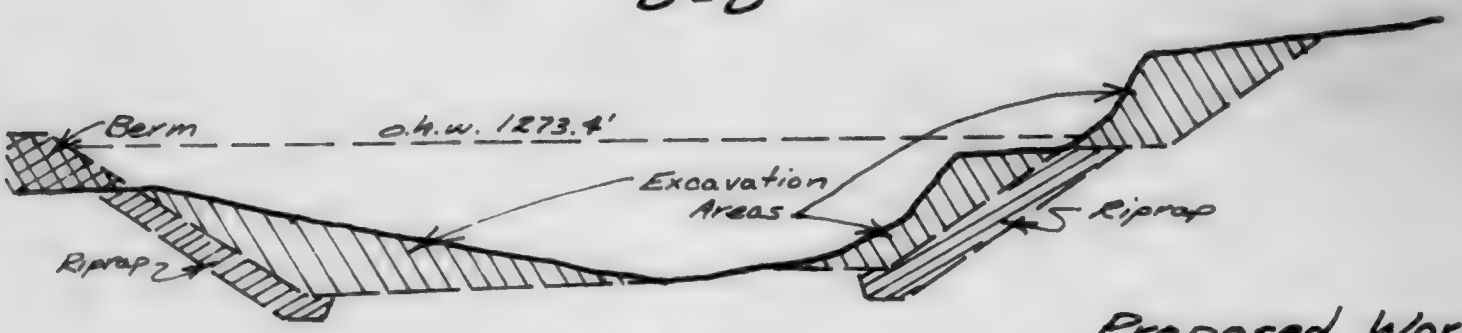
B-B



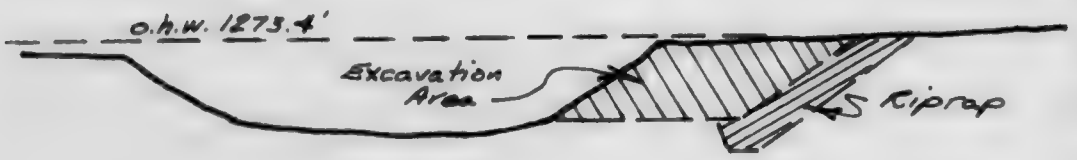
C-C



D-D



E-E



F-F

Proposed Work
in Fifteenmile Creek
at Mile 27.3
County of Wasco, State Or.
Or. St. Dept. of Trans.
Application by Highway Div.
Date 17 May 1976

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 401 of the Federal Water Pollution Control Act Amendments of 1972, has been requested to certify that there is reasonable assurance that the project described in Corps of Engineers public Notice No. 002212 will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project shall be sent within 20 days to the Department of Environmental Quality, 1234 S. W. Morrison Street, Portland, Oregon 97205.

8522

FAS 310

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

June 1, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Fifteenmile Creek Bridge Sec.
FAS 310 (Boyd Mkt. Road)
Prefix No. 533-1925
Wasco County

TO: Fred Ericksen
Road Design

L. L. Wallace
Bridge Design

Enclosed are grading and bridge plans reviewed in the field by Rex Kneisteadt, Roadmaster of Wasco County. He has made suggestion (in red) on the grading plans and had no suggestions for the bridge.

Since his review, further discussions have resulted in verbal agreement that the County will surface, maintain, and remove the detour. With that in mind, I recommend that the detour subgrade be 18 feet.

RAS:mr

enclosures

REFERRED TO

Board, Reed, Cole, Sample, Eriksen FE, Watson, Hager, Wolfe

Return, Discuss, Do, File Copy, BY FINAL DESIGN ENGINEER

1 Versteeg, Olson, 2 Chairperson Don, Scott, Swenson, Savage, Trout

RECEIVED
JUN 0 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up
Other

Wasco County

5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

May 26, 1976

Mr. David S. Fenton
Regional Federal Aid Engineer
State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Fifteenmile Creek Bridge
FAS 310
Wasco County

Dear Mr. Fenton:

We have reviewed the preliminary plans for the project and suggest modifications which are indicated in red on the attached plan.

If you have any questions in regard to this matter, please contact Rex Kniesteadt, Roadmaster, Telephone 296-2208, The Dalles, Oregon.

Sincerely yours,

WASCO COUNTY COURT

H. B. Elder, County Judge

Grant C. S. Cyphers, Commissioner

James A. Underhill, Sr., Commissioner

Enclosure

8522

FAS 310 Wasco Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Bend, Oregon 97701

June 1, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Fifteenmile Creek Bridge Sec.
FAS 310 (Boyd Mkt. Road)
Prefix No. 533-1925
Wasco County

TO: Don Harwell
County-City Engineer

Arrangements have been made through verbal agreement with Rex Kneisteadt for Wasco County to surface, maintain, and remove the detour required on the subject project. Rex has stated he would prefer the County be reimbursed for their costs in this part of the work. An Agreement and FHWA approval will be required.

Certain advantages will accrue to the project by allowing the County to do the items of work previously stated. The advantages, as I see it, are as follows:

(1) The quality of detour width and surfacing can be lower than required by contract. The County intends to use gravel. From a practical standpoint, a paved surface is not required. Subgrade width will be 18 feet.

(2) Periodic maintenance required for a gravel surface can be best handled by County forces. It will be done as necessary and will not require that equipment be kept on a stand-by status.

(3) Detour removal and disposal can be accomplished so that maximum benefits at minimum cost will be obtained.

(4) Approximately 50 percent reduction in cost for the items of work will be realized. Estimate of cost for the items, if done by contract, is $8,500.

Your assistance is requested in preparing the Agreement and securing FHWA approval. I discussed this matter with Dave Carter on Wednesday, May 26, and he had no real objection to such an arrangement.

RAS:mr

To: Buzz Saxon
for FHWA Programming
7-16-76

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FAS 310
Wasco Co

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. _____

F. A. Project No. _____ Date _____, 19___

Highway FAS 310

County Wasco Prefix _____ Account No. _____

Description of Work To Be Done:

Surface, maintain and remove detour road on FAS bridge construction project.

Estimate of Quantities and Costs:

Surface detour road		
	Labor	$ 302.50
	Equipment	248.50
	Material	350.00
Maintain detour road		
	Labor	850.00
	Equipment	935.00
Remove detour road		
	Labor	1,158.13
	Equipment	1,139.00
Total		$5,063.13

Explanation:

Wasco County has elected to accomplish this portion of the project to lower overall costs.

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Submitted by: Lee Kristiansen Approved: _____

8522

June 1, 1976

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5765

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Fifteenmile Creek Bridge Section of the Boyd Market Road, FAS 310.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

Form E-480 (Rev. 8-70)
SP*72841-734

8522

Fifteenmile Cr. Br.
FAS 310

OREGON STATE HIGHWAY DIVISION

Interdepartment Teletype Message

LG
LAG

To Station LaGrande from Station LRW No. 67 Date 5-25-76 Time

W. E. Schwartz

Corps of Engineer 404 permit required and has been applied for. Public notice out 5-10-76 with a 30 day response period. Archeological study also required. Advanced P.S.&E. approval will be obtained and contract let on July 29 assuming no hang-ups in above permits and clearances. All parties advised of need to expedite.

D. O. Christensen

Reply Requested ( )

Signed

.LGM
LAG LRW 69 5-28-76 2-13 PM

W E SCHWARTZ

CORPS OF ENGINEER 404 PERMIT REQUIRED AND HAS BEEN APPLIED FOR. PUBLIC NOTICE OUT 5-10-76 WITH A 30 DAY RESPONSE PERIOD

ARCHEOLOGICAL STUDY ALSO REQUIRED. ADVANCED P.S. AND 3// E. APPROVAL WILL BE OBTAINED AND CONTRACT LET ON JULY 29 ASSUMING NO HANG UPS IN ABOVE PERMITS AND CLEARANCES. ALL PARTIES ADVISED

OF NEED TO EXPEDITE.

5 -5 W
XXXXXXXX THAT WORD IS CLEARANCES

D O CHRISTENSEN

NN

3&.

Trout

Versteeg
Olson
Scott
Swenson
Savage

RECEIVED
JUN 0 1 1976
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

8522

May 17, 1976

Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97266

Gentlemen:

Re: Fifteenmile Creek Bridge
FAS 310
Wasco County

The subject project involves excavation and fill work in the streambed of Fifteenmile Creek, a primary tributary of the navigable Columbia River. We are therefore applying for a Section 404 permit.

Bids for this project are scheduled to be opened on June 24. Your cooperation in expeditiously processing this application would be appreciated.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

WAE:mc

bc L. W. Rulien
Frank E. Terpin
J. H. Versteeg
W. J. Hart
R. W. Ellison
Gary A. Potter
C. B. Swenson
Donald E. Keyes

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Oregon Department of Transportation
Highway Division
State Highway Building
Salem OR 97310

Telephone number 378-6516 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Frank E. Terpin
Location Engineer
212 State Highway Building
Salem OR 97310

Telephone Number 378-6883

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

See attachment

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

W.C. Hannah Estate, 5/O U.S. National Bank Trust Dept
Box 3168, Portland OR 97208

Stanley G. and Florence L. Mayfield
P. O. Box 96, Dufur OR 97021

City of Dufur, Dufur OR 97021

9. Location where proposed activity exists or will occur.

Sec. 2S Twp 1S Rge 13E (Where applicable)

Oregon	Wasco		Dufur
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. _____

11. Date activity is proposed to commence. July 1976

Date activity is expected to be completed. February 1977

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Oregon Division of State Lands	Material Removal/Fill Permit	176	May 12, 1976	

Water quality certification by Oregon Department of Environmental Quality may be required

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

_____
Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

ATTACHMENT

Replacement of the Fifteenmile Creek Bridge on Boyd Market Road near the city of Dufur. The streambed consists of gravel with occasional rock outcrops. Construction of the bridge requires excavation of approximately 350 cubic yards for support footings. This material will be used for backfill as required around the footings. Construction of a channel change will involve excavation of approximately 2563 cubic yards. An additional 98 cubic yards will be excavated to provide a toe trench for the placement riprap. Approximately 472 cubic yards of riprap will be placed to reinforce the stream banks and to protect the bridge abutments. The channel change excavation work will invplve constructing a detour requiring approximately 873 cubic yards of embankment and a dike requiring approximately 1336 cubic yards of embankment. A 36-inch pipe or equivalent will be placed beneath the detour to carry the flow of Fifteenmile Creek during construction of the bridge. The detour will be removed (approximately 1032 cubic yards of excavation) when the new bridge is completed and opened to traffic. Any excess material will be disposed of above high water line. A bulldozer, dump trucks, a dragline and other miscellaneous equipment will be used to convey the material.

8522

fas 310
Wasco Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 15457A

Salem, Oregon
May 13, 1976

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Dave Fenton
Regional Federal-aid Engineer
Bend

SUBJECT:

Fifteen Mile Creek Bridge Section
Bridge 15457A
FAS 310
Wasco County

Here are three sets of grading and structure plans for the subject structure.

It is planned to call for bids on this section on June 24, 1976. Two sets are for the County's review. One of these should be returned to this office with their approval and/or comments.

The estimate for the planned work is as follows:

Bridge	$ 86,000
Grading (including channel change)	68,000
Total	$154,000

These amounts include a 20 percent allowance for engineering and contingencies.

PMO:dh

cc City-County

RECEIVED
COUNTY & CITY SECTION
MAY 14 1976
ENGR. COOR. CE AE UE
UPE CE RE RPE

8522

FAS 310

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 12, 1976

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

SUBJECT: Fifteenmile Creek Bridge Section
FAS 310 (Boyd Market Road)
Wasco County

TO: MEMO TO THE FILES

We have not been able to improve the roadway reversing curve alignment because of right of way limitations.

Mr. Norman Oliva and Mr. Steve Macnab have discussed the right of way problem with the Wasco County Engineer. The County does not want to acquire additional right of way for the road.

FE:az

1 Versteeg ✓
Olson
2 Dirksen DGV
Scott
Swenson
Savage
Trout

RECEIVED
MAY 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up / /
Other

8522

fas 310

RECEIVED
1976
WASCO COUNTY COURT

May 11, 1976
(date)

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Mr. Rex Kniesteadt
Wasco County Roadmaster
Courthouse
The Dalles, OR 97058

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 310, Boyd Market Road

Section * Fifteenmile Creek Bridge: Grade-Pave-Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

May 24, 1976
(date)

By _____

By Grant C. S. Cipkens
Commissioner

By James A. Underhill
Commissioner

cc: Duane Kidings
Proj Mgt

8522

FAS 310

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 10, 1976

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Fifteenmile Creek Bridge
Boyd Market Road (FAS-310)
Wasco County

TO: J. H. Versteeg
Road Design Engineer

This project involves excavation and riprap work below the high water line of Fifteenmile Creek, a primary tributary of the Columbia River. Bids were originally scheduled to be opened on June 24, 1976. However, with the implementation of Phase II of the Corps of Engineers Section 404 permit program on July 1, this project will require a permit from the Corps before the contractor can proceed.

We are now preparing an application for the permit, but some of the drawings for the project are not ready. It takes about 75 days for the Corps to complete its public notice procedure and to grant these permits. Therefore, the earliest date we could open bids would be in August.

WAE:mc

1 Versteeg ✓
Olson
2 Christensen DR
Scott
3 Swenson LH
Savage
Trout
A copy

RECEIVED
MAY 11 1976
ROAD
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO

Beard Reed
Cole Sample
Eriksen FE Watson
Hager Wolfe
Return Discuss Do File Copy D...
BY FINAL DESIGN ENGINEER

cc: Bridge
Proj. Management

[illegible] copies of plans
5/12/76 F. Eriksen

8522

fas 310
Wasco Co

Salem
April 8, 1976

George N. Hopkins
Project Development Engineer

Mr. Dave Fenton
Region 4 Federal Aid Engineer

Fifteenmile Creek Bridge Section
Boyd Market Road
FAS 310
Wasco County

The attached sketch outlines the additional right-of-way and easements needed for this project. Would you forward this information on to the county, and alert our right-of-way people in the Region.

We are wondering if the county should also have an understanding with the property owners establishing the limits the contractor can use, and indicate this on a map.

HR:dp

Attachments

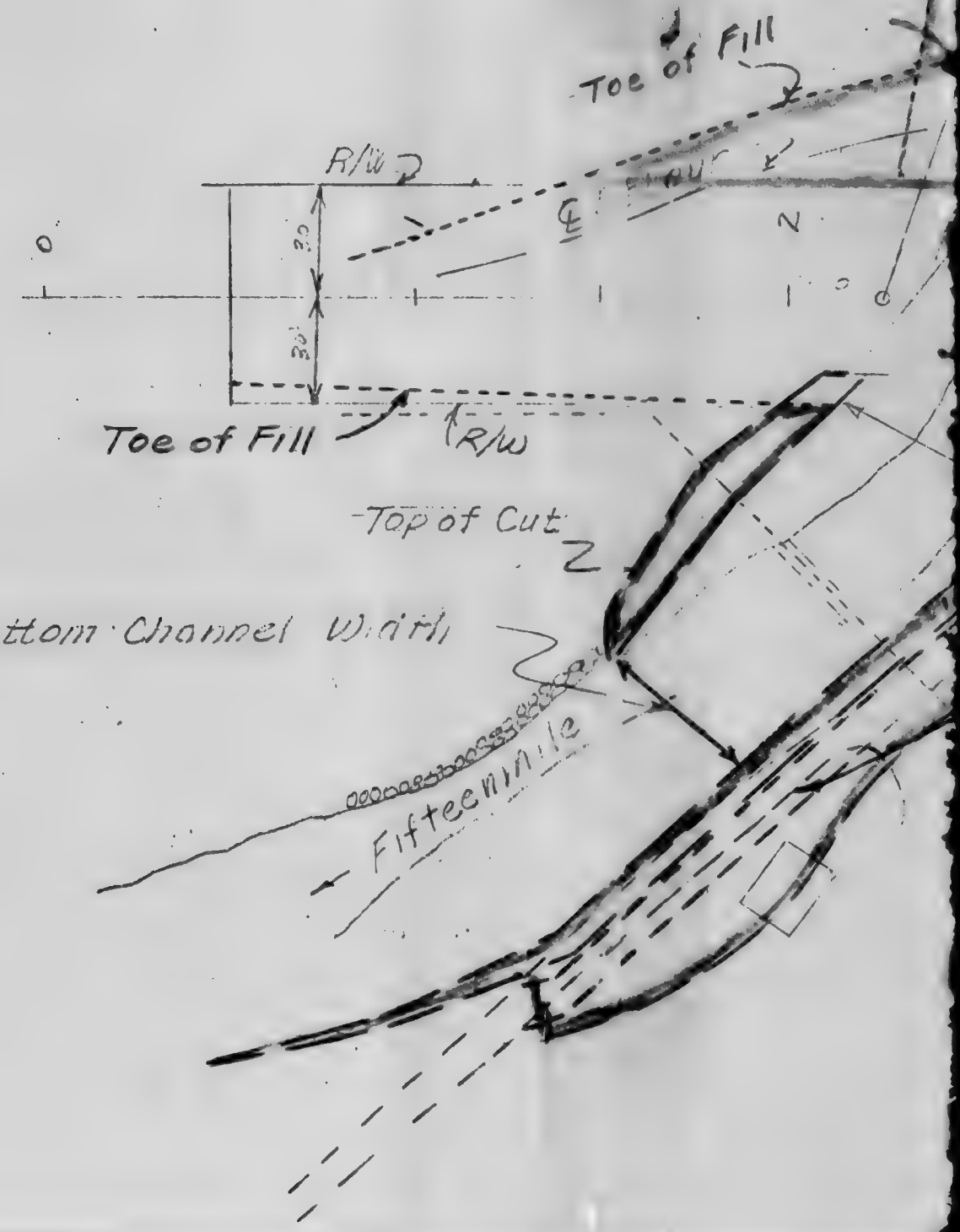
☐ ENGR. ☐ Asst. ☐ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

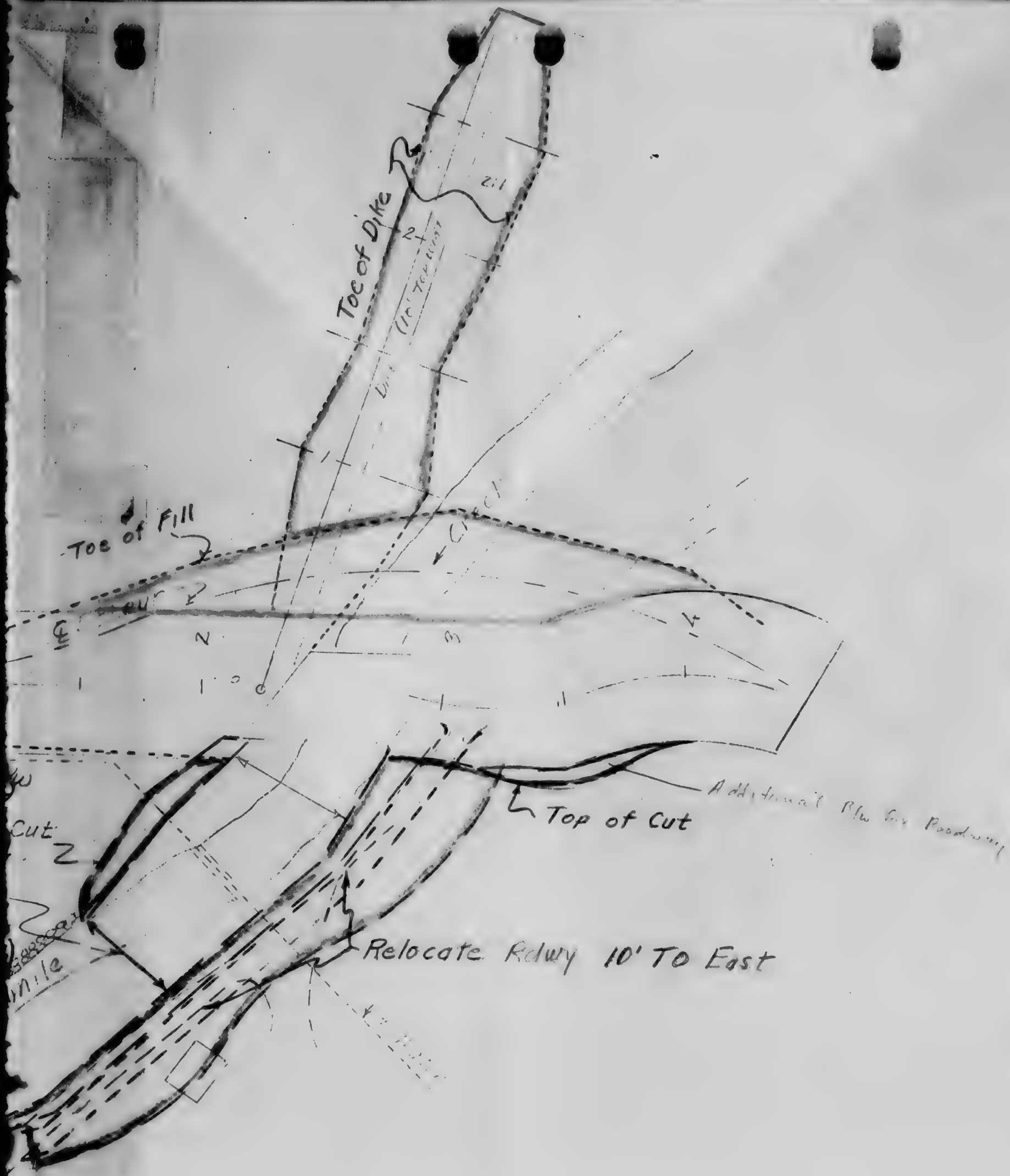
Fifteen Mile Creek Bridge Section

Dufur to Boyd Mkt Road F.A.S 310

Wasco County

APRIL 6, 1976 S Scale 1"=50'




Toe of Dike
2:1
Toe of Fill
Top of Cut
Additional R/w for Roadway
Relocate Rdwy 10' TO East

Fifteenmile Creek bridge 4-7-76

1. Should have additional R/W for County road cut slopes or permanent easement.

2. Channel change can be permanent easement if owner wants to maintain bank protection.

3. Detour and Dike construction can be on temporary easements, or perhaps by letters of permission from property owners.

Fred Eldon

working title for this memo

8522

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Fifteenmile Creek Br.
Highway: F.A.S. 310
County: Wasco
Prefix: 533-1925
Res. Engr: Norman Oliva

Date March 22, 1976
Ten Year Traffic Coefficient 7.0
18 kip s.a. per day 31.0
R value 16
Frost Penetration 20"±
CBE Total Requirement 21.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0"
3.5"	A.C.	7.0"
11.0"	A.B. (1.0"-0)	11.0"
16.0"		21.0"

NOTED
E. S. HUNTER

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

RECEIVED
STATE HWY ENGR
MAR 24 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

8522

fas 310
Wasco Co

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 5, 1976

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

SUBJECT: Fifteenmile Creek (Boyd Market Road) Bridge
FAS 310
Wasco County

TO: FILE

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

During our initial hydraulic review of this project, it became apparent that the 30-foot channel proposed by the field would not increase the channel's capacity significantly. I contacted Rex Kniesteadt, County Engineer, and discussed this work with him. He stated that flooding of Boyd Market Road at this crossing was an annual problem which he wanted to eliminate by enlarging the present channel. He felt that a 25-year frequency flood should be used for the design. Raising the roadway gradeline several feet was also discussed but he felt that this would be unacceptable since there is a commercial building upstream which could be damaged if flood waters were impounded behind the road.

Further study of the channel improvement was directed toward increasing the channel's capacity to convey a 25-year frequency runoff without inundating the road. Existing channel conditions and the channel alternates were modeled using the Corps of Engineers HEC No. 2 computer program for watersurface profiles. Six alternates were studied ranging from no channel work to complete widening to a 50-foot bottom with 1½:1 side slopes.

In order to provide capacity for the design flood, the following minimum channel work is necessary:

1. Stations 0+00 to 1+50 - Construct an equivalent 40-foot channel with 1½:1 side slopes

2. Stations 1+50 to 2+50 - Construct a transition from the 40-foot channel at Station 1+50 to a 50-foot channel at Station 2+50

3. Station 2+50 to Bridge - Construct equivalent 50-foot channel with 1½:1 side slopes

4. Bridge - Construct 60-foot long bridge on about a 45° skew to roadway centerline.

5. Bridge to Station 4+00 - Construct transition from 60-foot bridge to natural channel

On March 3 I met with Rex Kniesteadt, Jim Newton (Department of Fish and Wildlife) and Norm Oliva (OSHD) to discuss the various alternates.

Since the plan described above is the one that the County would like to build, we looked at the site to determine if there were any environmental or site barriers to the plan. I indicated to Jim Newton that the nature of this channel work would not require any excavation in the low water channel. Instead, the additional area required could be obtained by constructing side benches about 1½ feet above the channel flowline. This appeared to be acceptable to him. Most of the shade-producing vegetation along the creek is on the right bank downstream from the bridge. We informed Jim that no work needed to be done along this bank downstream from Station 1+50. Upstream from this point excavation into the bank will be necessary and would result in removal of three shade trees. Replacement trees could be planted if necessary.

The left bank is, in part, composed of bedrock ranging in height up to five feet, plus or minus, above the channel thalweg. It was suggested that the excavation into this rock have a vertical face to help reduce the channel width. Rock excavated from this bank could be used for riprap protection where needed if it meets Class 700 riprap specifications.

Lengthening the bridge from a 50- to a 60-foot span will require increasing the slab depth from 21 inches to 26 inches. Rex Kniesteadt indicated that he would not object to a minor upward adjustment of the gradeline at the bridge to provide sufficient clearance. It was suggested that the profile grade be set at about elevation 1273.0 feet at the westerly abutment and elevation 1272.0 feet at the easterly abutment. The County plans to do all the grading work on the bridge approaches.

Additional right of way will be required for the proposed channel work. Norm Oliva said that the County plans to supply this when it is known how much is needed.

Although tentative approval has been given by the Department of Fish and Wildlife through their field biologist, the project has not been discussed in any detail with Jim Lauman of their Portland office. He plans to discuss this work with Nim Newton on Monday, March 8 at The Dalles. We should review the design with Lauman soon after.

SHM:mc
cc Frank Terpin
J. H. Versteeg
W. J. Hart
Don Harwell ✓
Carl Williams
Norm Oliva

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8522

FEDERAL AID PROJECT NO. RS-117(2) FAS 310 Wasco Co

STATE PROJECT NO. Fifteenmile Creek Bridge Section

FROM: G. L. Green, Division Administrator
Salem, Oregon
11-18-75

PROGRAM NO.

ITEM NO. RS-65

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	November 18, 1975	Secondary Route 310
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
County Road 0.2 miles east of Dufur

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $8,000 - federal funds $6,255
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 18, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 20, 1975 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-18-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-18-75

BY (Signature): L. W. Rulien's October 20, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

ITEM NOS. 65 THRU

ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL ** FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
65	RS-117(2)	0.008	11,000	8,600	Fifteen Mile Creek Bridge Section. Wasco County - State of Oregon.	Preliminary Engineering

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-18-75	SIGNATURE AND TITLE for G. L. Green, Division Administrator C R Burghardt

** * Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO E.O. -

FORM PR-1 (REV. 4-61) 10-20-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19)(20)	Co. Rd., 0.2 mi. East of Dufur 21	ADT	250*	400 (66)	95 (70)(71)(72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Preliminary Engineering 26 62	(63)(65)	(66)(69)	(80)	(70)	(71)	(72)(73)	(74)(75)	RS 14 23	117 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
C	Rural Secondary	Wasco	(11)
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERAL-AID 310 (32)	STATE Co. Rd. (36)(37)	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (70)		
5					PE		Co. Rd., 0.2 mi. East of Dufur	0.008	11,000	8,600	2,400	
5					ROW							
5					CONST (CODE)		"Fifteenmile Creek Bridge Section"					
							PROJECT TOTALS	0.008	11,000	8,600	2,400	

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	C.L.

PROGRAM APPROVAL DATES

NOV 18 1975
FHWA PRELIMINARY ENGINEERING DIVISION

*DHV - 30

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-

10-20-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 0.2 mi. East of Dufur	ADT	250*	400	95	10	Oregon	41	075	65

DESCRIPTION OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Projects Only POST MI., DESIG.
Engineering								RS	117	(2)	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Wasco	065	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	310	Co. Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., 0.2 mi. East of Dufur	0.008	11,000	8,600	2,400		P.E. all phases.
ROW								(Future const. of reinf. conc. bridge (L - 45') and approaches.)
CONST (CODE)		"Fifteenmile Creek Bridge Section"						ROW - 60' normal; Access control-none; Parking restriction-none.
BY		PROJECT TOTALS	0.008	11,000	8,600	2,400		

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ LE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES

18 1975

REMARKS

*DHV - 30

-OVER-

USCOMM DUSCOMM-DC 48808-P61

FIFTEEN MILE CREEK BRIDGE SECTION
PROJECT NO. RS-117(2)

Existing Facilities:
Roadway-----20-foot oil surface with 2-foot gravel shoulders.
Structure---Frame trestle bridge with a length of 41 feet and horizontal clearance of 21 feet.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of all phases of preliminary engineering required for the future construction necessary to replace the existing bridge with a reinforced concrete structure having a length of approximately 45 feet with a 32-foot roadway and 5-foot sidewalks.

Exceptions to Minimum Design Standards: None.

Additional Right of Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:
(a) State Clearinghouse: Exempt from A-95 review under working agreement.
(b) District 9 Clearinghouse: Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-2 Requirements: To be submitted under separate action.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal statutes and regulations.

Note: This project is in Congressional District No. 2.

Data for PR-37:
Preliminary Engineering

Field Work.....	$ 8,000
P.S.& E. Preparation.....	3,000
Total.....	$11,000

8522

FORM 81-7343030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 13, 1975

FILE: PRO 4-3

FROM: L. W. Bullen
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Dufur-Fifteen Mile Creek Bridge
Boyd Market Road No. 7
Wasco County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 9 : R. S. Hawkins

APPROVED
E S H
Date 11-14-75

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info Approval

RECEIVED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041EC

SUBJECT: Oregon RS-117(2)
Dufur-Fifteen Mile Creek Bridge
Wasco County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's October 27 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

The assessment indicates on Page 4 that if additional right of way is need it may involve a residential displacement. Should such a taking of additional right of way become necessary, an addendum or supplement to this assessment, addressing the anticipated impacts and reassessing the project action classification, would be necessary.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Dave Fenton, Reg Env

RECEIVED
STATE HWY ENG
NOV 12 '75
REFER TO
Rulien
FOR
Info. | Invest. | R.D | D.R | Sign. | Alt.
cy Schroeder

NOV 12 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 16, 1975

A. PROJECT IDENTIFICATION

Name of Project Dufur-Fifteen Mile Creek Bridge (lower) RS-117(-)
(Section)

Location of Project Boyd Market Road No. 7, FAS 310
(Highway Name) (Highway No., US - ORE)

(City) Wasco (County) 4 (Region)

Program FAS (Funding) $90,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace wooden three-span structure experiencing footing erosion and having insufficient water opening during high water periods with reinforced concrete slab structure designed to provide increased channel flow and provide increased bridge width.

Origin and History: The lack of sufficient bridge waterway opening has caused the bridge approach road to wash out twice within ten years, also causing damage to adjacent private property.

C. DESCRIPTION OF PROJECT

Length To be determined by design section after computing the required waterway opening.

Termini Where Boyd Market Road No. 7 crosses Fifteen Mile Creek approximately one-fourth mile east of the City of Dufur.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) The present 60-foot right of way is adequate for the structure. If hydrology computation indicate it is necessary, additional R/W may have to be acquired for downstream channel improvements.

Typical Section

Structures Typical reinforced concrete slab structure.

Characteristics (ADT) 1973 ADT 250

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: [x] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

[illegible] location covers the main channel of Fifteen Mile Creek directly below its confluence with Pine Creek. The existing alignment adequately serves the public need. Alternate locations have been considered, however, study shows alternate corridors imprudent.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [x] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [x] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The soils are primarily of the Walla Walla association, 940A Endersby sandy loam overlaying Columbia River Basalts. The percent of slope is generally 0-2 percent, precipitation is generally 11-13 inches, mean average air temperature 49-53° with 140-170 frost free days. The plant community generally consists of giant wildrye, bunchgrass, cheatgrass and big sagebrush. The soils depth ranges from 40 to 60 inches with somewhat excessive natural drainage, moderate rapid permeability (2" to 6.3"/hr).

The Fifteen Mile Creek watershed, a tributary of the Columbia River, contains 163,300 acres in Wasco and Hood River Counties. Fifteen Mile Creek originates on Lookout Mountain and flows in a northeasterly direction through Dufur toward the Columbia River. It changes to a westerly direction in the lower reaches of the watershed and empties into the Columbia River near The Dalles Dam. The watershed is about 40 miles long and 2 to 12 miles wide. Elevations range from 6,525 feet on Lookout Mountain to around 120 feet at the Columbia River.

The stream contains fish life and is the spawning grounds for trout and steelhead.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land use adjacent to the structure consist of a residence, farm chemical supply and Dufur Elevator which are commercial enterprises. The project should not appreciably increase traffic flow on the route, thereby creating no additional traffic noise. There are no utilities presently attached to the structure. Due to the nature of this project, no cultural problems are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: The County presently has a 60' road right of way, therefore, no additional right of way will be needed for the structure. Additional right of way may have to be acquired for increased channel flow below the structure.

   Consequences:

   If additional R/W is required the acquisition may involve the purchase of a residence and relocation.

2. Estimated Changes in Traffic Patterns:

   The bridge structure will not change the traffic pattern.

   Consequences:

   None of significance are anticipated.

3. Estimated Changes in Land Use:

   It is not anticipated that there will be any change in land use.

   Consequences:

   N/A

4. Expected Adverse Effects on Natural Ecological Resources:

   There will be some distrubance of the stream bed involved in the construction of footings and channel work. The work will be coordinated with the Wildlife Commission Area Biologist and work conditions will be specified on the required permit from the State Land Board.

   Consequences:

   Significant consequences on aquatic flora and fauna are not expected.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   The small amount of channel improvement and riprap to control potential erosion will slightly change the existing channel configuration

   Consequences:

   None of significance are anticipated.

6. Preliminary Identification of Areas of Critical Environmental Concern:
Due to the fact that this project basicly is the replacement of an existing structure in the same location, we do not feel that there are any areas of critical environmental concern.

7. Potential for Controversial Issues:

This structure will provide for more adequate traffic flow and reduce potential for damage to adjacent property. We foresee no controversy on this project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	x		
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	x		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

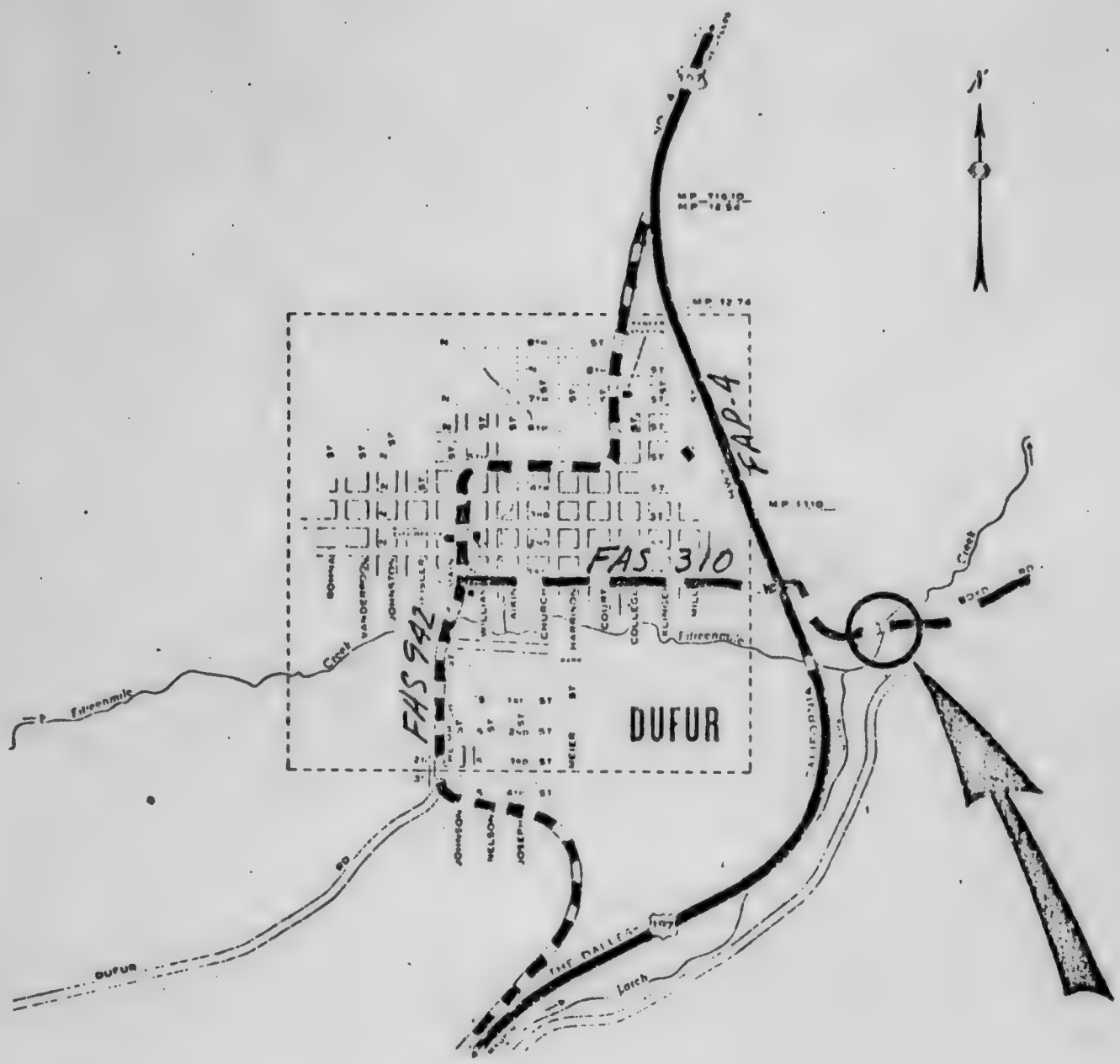
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____



FIFTEENMILE CR. (BOYD MKT. RD.) BR. SECT.

FAS ROUTE 310

WASCO COUNTY

THE DALLES
DUFUR
Project
SHERMAN
COUNTY
Freebridge
Wrentham
Emerson
Brookhouse
Oakbrook
Summit
Ridge
Canyon
Bull Run
Sunshine
Lake
Kansene
Pine
Fulton
Tyler
Hall
Holmes
Fredrick
Barnett
Cherry
Creek
Rice
Gordon
Gibson
Hood
Mosier
Petersburg
Lockit
T1N
R15E
LINE
BASE
GEN
WAS
RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
ENGR. COOR. UE AE UL REG.
UPE CE RE RPE
EDLR

8522

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041EC

SUBJECT: Oregon RS-117(2)
Dufur-Fifteen Mile Creek Bridge
Wasco County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Dave Fenton, Reg Env

RECEIVED
NOV 12 1975
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Schroeder

NOTED
R. L. SCHROEDER

8522

PRO-6-2

October 20, 1975

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RS-117(2)

We are submitting program data for one project, Item No. 65, Project No. RS-117(2), "Fifteenmile Creek Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request the following:

(1) Waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

(2) Authorization to proceed with all phases of preliminary engineering up to P.S.& E. preparation at an estimated total cost of $8,000 with federal funds of $6,255.

CL:ek

Encl.

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. -

FORM PR-1 (REV. 4-61)

10-20-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19)(20)	Co. Rd., 0.2 mi. East of Dufur 21 45	ADT	250*	400 (66)	95 (70)(71)(72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Preliminary Engineering 26 62	(63)(65)	(66)(68)	(69)	(70)	(71)	(72)(73)	(74)(75)	RS 14 22	117 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
(	Rural Secondary	Wasco	065 (114)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 --	S	310 (32)	Co. Rd. (36)(37)	--

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1-6)(8)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (70)		
4					PE		Co. Rd., 0.2 mi. East of Dufur	0.008	11,000	8,600	2,400	
5					ROW							
6					CONST (CODE)		"Fifteenmile Creek Bridge Section"					
							PROJECT TOTALS	0.008	11,000	8,600	2,400	

CARD	CODE	PREPARED BY	REMARKS
1	1	C.L.	
1	14	PROGRAM APPROVAL DATES (19)(23)(24)(33)	

*DHV - 30

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-

10-20-75

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., 0.2 mi. East of Dufur	ADT	250*	400	95	10	Oregon	41	075	65

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gineering								RS	117	(2)		

Rural Secondary

--

COUNTY NAME: Wasco — CODE: 065

ROUTE NO. S — FEDERAL-AID: 310 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co. Rd., 0.2 mi. East of Dufur	0.008	11,000	8,600	2,400		P.E. all phases.
OW								(Future const. of reinf. conc. bridge (L - 45') and approaches.)
NST		"Fifteenmile Creek Bridge Section"						ROW - 60' normal; Access control-none; Parking restriction-none.
		PROJECT TOTALS	0.008	11,000	8,600	2,400		

OVAL DATES

REMARKS

*DHV - 30

-OVER-

USCOMM DUSCOMM-DC 48808-P61

FIFTEEN MILE CREEK BRIDGE SECTION
PROJECT NO. RS-117(2)

Existing Facilities:
Roadway-----20-foot oil surface with 2-foot gravel shoulders.
Structure---Frame trestle bridge with a length of 41 feet and horizontal clearance of 21 feet.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of all phases of preliminary engineering required for the future construction necessary to replace the existing bridge with a reinforced concrete structure having a length of approximately 45 feet with a 32-foot roadway and 5-foot sidewalks.

Exceptions to Minimum Design Standards: None.

Additional Right of Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:
(a) State Clearinghouse: Exempt from A-95 review under working agreement.
(b) District 9 Clearinghouse: Waiver of A-95 review being requested under program submittal letter.

FHPM 7-7-2 Requirements: To be submitted under separate action.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal statutes and regulations.

Note: This project is in Congressional District No. 2.

Data for PR-37:
Preliminary Engineering

Field Work.....	$ 8,000
P.S.& E. Preparation.....	3,000
Total.....	$11,000

8522

fas 310
Wasco Co

Form 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 14, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: FAS Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Wasco. Section: Fifteenmile Creek (Boyd Market Rd.), FAS 310

Termini: Easterly of and adjacent to the Town of Dufur.

Proposed Work: All phases of preliminary engineering.

Project Length: Approximately 100 feet.

Costs:	Total	Federal	State	~~County~~
			24 2c	
Construction:	$11,000	$8,580	~~$1,210~~	~~$1,210~~

Existing Facilities: Frame trestle bridge 41 feet long with a 21-foot roadway.

Adjacent Sections:

East End:
18-foot oil mat with 4-foot gravel shoulders.
West End:

Project Data: All phases of preliminary engineering to design and bring to contract a reinforced concrete bridge approximately 45 feet long with a 32-foot roadway.

Right-of-Way: 60 feet. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Route Data: This is a farm-to-market road and is a school bus and mail route.

Public Hearing: Will be offered if warranted.

Park and Recreation Area Affected: None in area.

4

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved: At proper time.

Approved by DOT: 6/30/75.

ADT:	DHV:
1975--250	1975--30
1995--400	1995--50

HR:scr

Attachment

Form E-39 (Rev. 9-71)

FAS 310
Wasco

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Fifteen Mile Cr. (Boyd Market Rd.) Bridge — Date July 7, 19 75

Highway FAS 310 — Authorization No. 1

County Wasco — Survey Prefix 5X33-1925 (Assigned by Salem office)

Description of termini, route, length, etc.: County Bridge No. 15457 is located just East of Dufur City Limits where it crosses 15 mile creek. Approximate length of proposed structure - 50 feet ±, width - 32 feet with 5 foot sidewalks.

RECEIVED
COUNTY & CITY SECTION
NOV 28 1975
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Purpose of survey: Wasco county has requested that plans be prepared for the replacement of the existing [illegible] bridge across 15 mile creek. The existing structure is skewed inversly and the waterway opening is not of sufficient size.

Estimate of cost:

Field Survey	(901)	$2,500.00	Proj. Mgt	920	100
Plans	(905)	500	Spec's	921	400
Bridge	(906)	6,000	Found. Expl.	926	500
Soils	(910)	500			
Hydraulic	(918)	500			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $11,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:
Norman L. Oliva
Norman L. Oliva — Field Engineer

Recommended for Approval:
Victor D. Wolfe — Location Engineer

Recommended for Approval:
..... — Regional Engineer

Approved:
E. I. Hunter — Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 11-18-75
FED. AID 535-C STATE

8522

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Fifteenmile Creek (Boyd Market Road) Bridge**
FAS 301
Wasco County

Attached are tabulations and maps describing and locating a proposed FAS-C project in Wasco County.

This project is for a bridge over Fifteenmile Creek on Boyd Market Road, FAS 301. The FAS funds required for this structure are estimated to be approximately $90,000 ($9,900 of which will be the cost to the State).

This request will be on the agenda for the June 30 Commission meeting and I recommend your approval.

Att.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. E. Skoog
G. L. Sund
L. W. Rulien
Jack Graham

HR:geh dpy

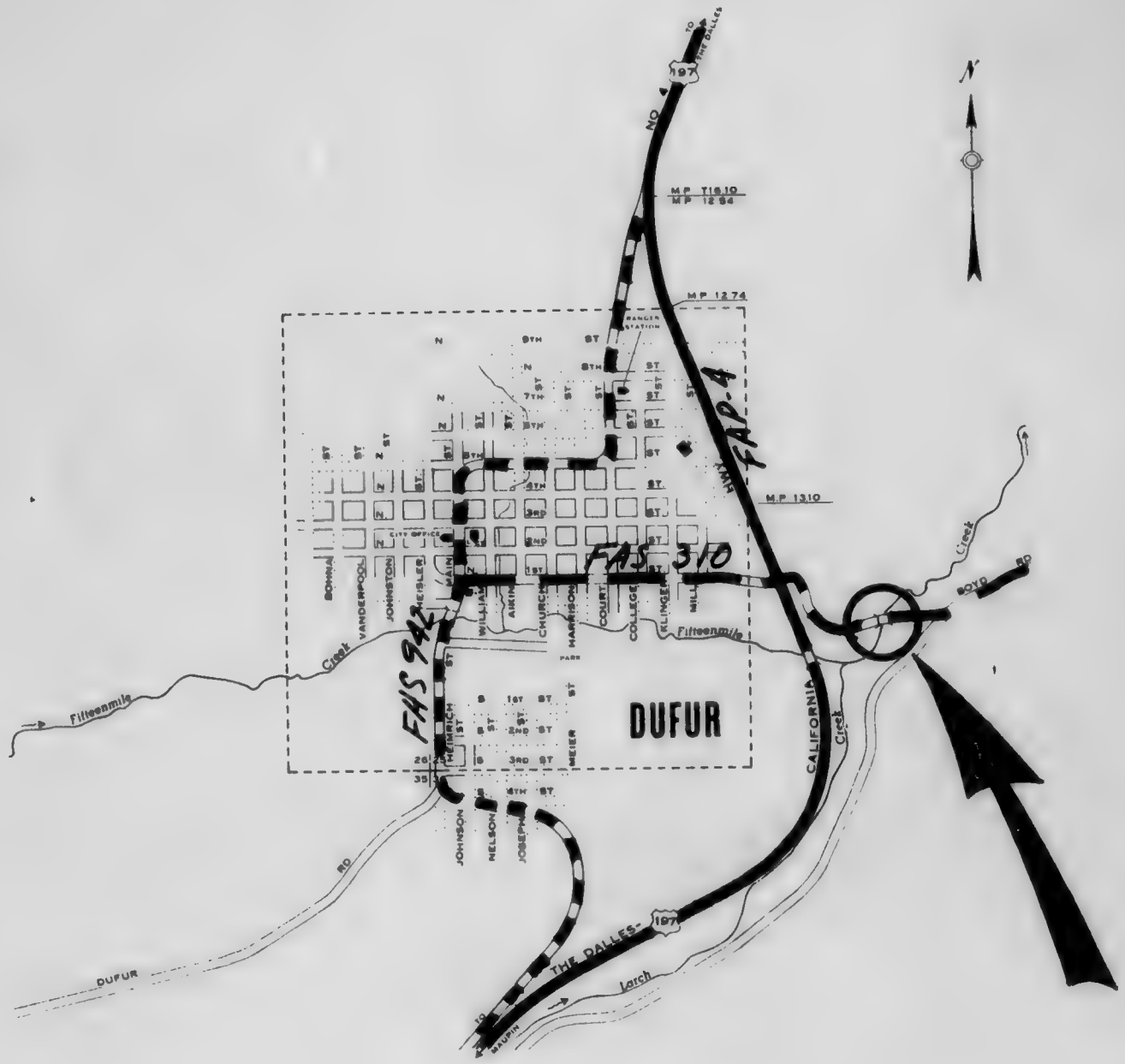
WASCO COUNTY
Proposed FAS-C Project

FAS 310: Fifteenmile Creek (Boyd Market Road) Bridge, structure only, $90,000.

Construct a reinforced concrete bridge at present location with a 32-foot roadway and a 5-foot sidewalk on the downstream side.

Contractor also to construct the approaches and connections, install guardrail and construct and maintain detour. No additional Right-of-Way. No hearing required.

State to do field work, make plans and award contract.



FIFTEENMILE CR. (BOYD MKT. RD.) BR. SECT.

FAS ROUTE 310

WASCO COUNTY

8522

fas 310 - Wasco
App'd
6/30/75

FAS-C

[redacted] COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Wasco FAS No. 310 Date 5/20/75
County Road Name Boyd Market Road No. 7
Section Name Fifteen Mile Creek
Type of Project Bridge
Location of Project (Attach sketch map)
ADT 250 Design Speed 40 M.P.H.

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____
_____
_____

Remarks re Section I:_____
_____
_____
_____
_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Fifteen Mile Creek

2. Name of bridge Bridge No. 15457

3. Dimensions of existing bridge. Length 41 Roadway Width 22

4. Type of design and material used in existing bridge. Timber stringer
_____
_____

5. Location (please attach map with location marked):_____
Section 25 Township 1 South Range 13 E st. W.M.

6. Desired width of proposed bridge 32' roadway + sidewalk Approx. length to be determined by hydrology
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes x No
Upstream Downstream Width 5'

8. Does County wish a particular type of bridge design? Yes x No
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete precast slab

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes No x
Explain

10. Foundation Testing: By County? Yes No x
By State? Yes x No

11. Will County close road during construction? Yes No x

12. Can presently established road be used as detour? Yes No x

13. Must a new detour be constructed? Yes x No

14. Will detour be constructed & maintained by County? Yes No x

15. Will detour be constructed & maintained by Contractor? Yes x No

16. Will County sign project outside work area during construction?
Yes No x

Phone Call To Rex K. 6/16/75

17. Will Contractor sign project outside work area during construction?
Yes x No

18. Approaches or Connections by County Yes No x
by Contractor Yes x No

Traveled surface: Type Width
Shoulder surface: Type Width
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes x No

N.W. quadrant distance from structure 37'
N.E. quadrant distance from structure 153'
S.W. quadrant distance from structure 88'
S.E. quadrant distance from structure 68'-190'

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County _____ Contractor__X__
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes__X__ No_____
Salvaged by Contractor for County? Yes_____ No__X__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No__X__ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No__X__ Size_____
Company_____
c. Storm sewer: Yes_____ No__X__ Size_____
Company_____
d. Gas mains: Yes_____ No__X__ Size_____
Company_____
e. Power lines: Yes_____ No__X__ Size_____
Company_____
f. Telephone lines: Yes_____ No__X__ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes__X__ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No__X__

26. Does County wish complete job of illumination in project?
Yes_____ No__X__

27. Is project contingent upon other factors? Yes_____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No _____

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No X
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No _____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes_____ No X

3. Should State prepare options? Yes_____ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No_____
If yes, give type and name of utility company: Dufur City water

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: Dufur City water

13. Are utilities on existing right-of-way by permit X or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_x_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Additional R/W may be needed to facilitate channel flow

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 90,000

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No X
   Amount_____

4. Date match money is available July 1 1975

5. Will there be any 100% County money? Yes_____ No X

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting:_____

Remarks re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman H. B. Elder,

By Grant C. S. Cyphers
County Commissioner Grant, C. S. Cyphers

By _____
County Commissioner James A. Underhill, Sr.

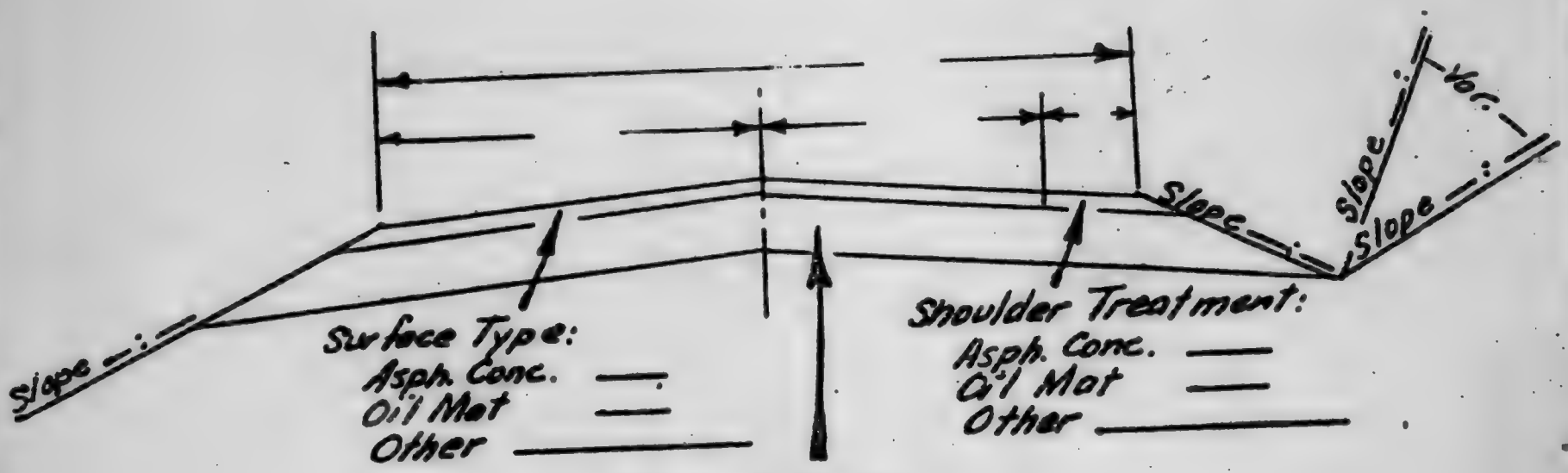
By _____
County Engineer or Roadmaster Rex Kniesteadt

County Wasco
Date May 20, 1975

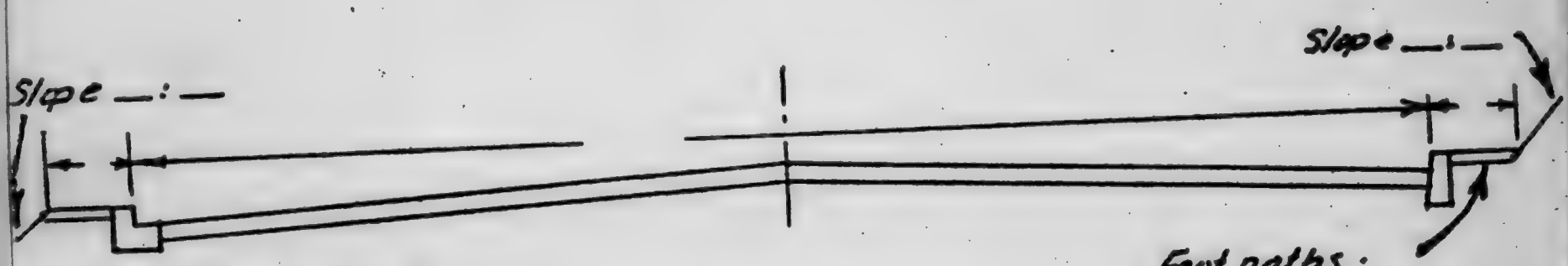
David Finton
O.S.H.D. Field Engineer

Date May 20, 1975

TYPICAL SECTION



Type of Base:
Pit or Quarry Run
Crushed Stone
Asph. Treated
Cement Treated



No. of Lanes
Lane Width
Shoulder Width or Shy Dist. from Curb
Median Width
Total Width between Curbs

Foot paths:
Asph. Conc.
Gravel

Curbs:
Type "C"
Curb & Gutter
Other

8522

LOCATION NARRATIVE

Fifteen Mile Creek (Boyd Market Road) Bridge

FAS 310
Wasco County

History:

The existing bridge is a 40 foot wooden super structure, sitting on four concrete abutments. The last flood which accured January, 1974 did not damage the structure but the structure did not Handle the flood waters (as evident by the enclosed pictures). This flood was of larger magnitude than the 1964 flood. The greatest damage caused by the flooding of Pine Creek. It ran over its bank above the entrance to Fifteen Mile Creek, and wiped out the dikes of Farm Chemicals waste disposal pond. The Fifteen Mile Creek overflowed its channels just upstream from the structure, because the enterior abutements, which are perpendicular to the structure, created a damming effect. The 1974 flood waters on Fifteen Mile Creek caused considerable damage upstream. On previous flood damage projects, we designed and supervised construction for Wasco County the Fifteen Mile Creek (Dufur Market Road) bridge section and the Fifteen Mile Creek (Wilber West Section) bridge. On the Dufur Market structure we designed and constructed a 50 foot clear span structure with about 8 to 9 feet of clear opening. The Wilber West Bridge however was not designed to carry peak flood loads, but instead it was designed with an overflow section on one approach end.

There is an old existing structure crossing Fifteen Mile Creek in the town of Dufur. This structure is approximately on mile up stream from the project

This structure did not handle the 1964 nor the 1974 flood waters. This structure has an opening of slightly less than the existing structure Fifteen Mile Creek (Boyd Market Road) Bridge.

Debris and ice flows are some what of a problem, most debris is hung up in a structure just above this one. As you notice in the photograph the debris did not contribute to the overflow of the stream and its' banks.

Since the 1974 flood, considerable work has been done on the Fifteen Mile Creek stream banks by the A.S.C.S. . This work will naturally cut down on the erosion problems and to some extent debris problems.

There is a water guaging station approximately four miles down stream from the existing structure. However no records are available on the 1974 flood because this station was destroyed by the high waters.

Utilities:

The utilities on the project are as follows: Pacific Power and Light, City of Dufur, Water Line and NorthState Telephone Company. Some adjustments will be required of the utilities: Pacific Power and Light Company will be required to move temporarily a pole for construction purposes at 2+20 right. NorthState Telephone Company will have to make a "shoefly" temporarily for construction purposes from station 1+50 to 3+50 right. The City of Dufur has a 4 inch water line at station "F-2"

2+18 right and left. This water line will have to be moved if we proceed with channel changes below the structure as indicated on the vicinity map.

Foundation Exploration:

To this date, foundation exploration has not been made. I believe the only exploration to be performed will be visual. Hard basaltic rock is quite prominent in the area of the structure. It appears the bottom of footing elevation can be founded approximately 2 feet below existing stream bed elevation.

Construction Recommendations:

I recommend that we design and construct a 50 foot clear span prestressed slab structure. Width to be 40 feet with a 5 foot sidewalk on the downstream side. Vertical opening underneath the structure with channel improvements will be approximately 8 feet. The channel downstream should be inproved because of the basaltic ledge in the channel that causes a constriction from station "F-2" 1+00 to 2+00. Our recommendation is to construct a 30 foot channel bottom width, and to use the excavation which will be primarily basaltic rock for rip-rap. Rip-rap should extend from the edge of the structure to station 00+00 on the North bank, there is a rip-rap on the South bank from "F-2" 0+70 and 2+00. Rip-rap should also be constructed 50 feet beyond the upstream wing walls. Some dike work will be required on the South bank, upstream.

A detour will be required to handle traffic during its construction stages. I have submitted 2 cost estimates with the location data. One of the cost estimates includes the detour work total performed under contract, however this detour work may make the contract to expensive and the county may

wish to perform the detour work, signing and control of traffic themselves and so we submitted a alternate cost estimate. It is my understanding that the cost estimate is to be held down around $90,000.00. In order to keep the contract down below $90,000.00 the county will probably have to perform the detour work and signing.

Temporary easments will have to be obtained. One easment will be required for the downstream channel change. Purchase of permanent right-of-way should not be required. Obtaining the temporary easments should be no problem with local property owners, all owners appear to be suseptive to this project.

Contract with the local Fish and Game people has not been made concerning the channel changes and rip-rapping. The construction of the channel changes should not present any problems if they are constructed between September 1 and April 1 and if we specify no excavation in free flowing water.

One last item to be considered when designing this project is that Wasco County doesn't want to change the existing grade of the roadway. The finished new structure will have to be the same as that of the existing grade. Also the county wants all the approach fills to be constructed by contract. ~~I would recommend since the approach fills are so minor we have Wasco County perform that operation~~.

Norman L. Oliva

Resident Engineer

NLO/dmb

Project Cost Summary

Fifteenmile Creek(Boyd Market Road) Bridge

FAS 310

Wasco County

Bid Item No.	Item	Unit	Quantity	Unit Price	Amount
1	Mobilization	Lump Sum	ALL		$6,630.00
2	Temporary Protection & Direction Of Traffic	Lump Sum	ALL		$2,000.00
3	Temporary Signs	Sq. Ft.	137	$6.10	$ 835.70
4	Temp. Cont. Rail Traffic Barrier, Reflectorized	Lin. Ft.	50	$6.11	$ 305.50
5	Bridge Removal	Lump Sum	ALL		$2,500.00
6	Channel Excavation	Cu. Yd.	1050	$5.00	$5,250.00
7	Special Wall Back-fill	Cu. Yd.	133	$7.00	$ 931.00
8	Structure Excava-tion	Cu. Yd.	137	$15.00	$2,055.00
9	Structure Excavation Below Elevations Shown	Cu. Yd.	10	$15.00	$ 150.00
10	Structure Concrete Class 3300	Lump Sum	ALL		$11,200.00
11	4'/45'/50' Pre-stressed Slabs	Only	10	$1,900.00	$19,000.00
12	Reinforcement	Lump Sum	ALL		$1,540.00
13	Metal Rail	Lin. Ft.	100	$9.00	$1,900.00
14	15 Inch Culvert Pipe	Lin. Ft.	70	$9.00	$ 630.00
15	Loose Riprap Class 700	Cu. Yd.	1520	$12.00	$18,240.00
16	Temporary Detour	Lump Sum	ALL		$3,000.00
17	Relocat 4" Water Line	E.W.O.	ALL		$1,000.00
18	Toe Trench Excavation	Cu. Yd.	490	$6.00	$2,940.00

Bid Item No.	Item	Unit	Quantity	Unit Price	Amount
19	Flagging	Hours	15	$12.00	$180.00

Subtotal Without Mobilization	$73,657.20
Subtotal With Mobilization	$80,287.20
Engineering & Contingencies	$10,437.34
Grand Total	$90,724.54

Project Cost Summary

Alternate No. 1

Wasco County Performing Detour Work

Fifteenmile Creek (Boyd Market Road) Bridge

FAS 310

Wasco County

Bid Item No.	Item	Unit	Quantity	Unit Price	Amount
1	Mobilization	Lump Sum	ALL		$6,080.00
2	Bridge Removal	Lump Sum	ALL		$2,500.00
3	Channel Excavation	Cu. Yd.	1050	$5.00	$5,250.00
4	Special Wall Backfill	Cu. Yd.	133	$7.00	$ 931.00
5	Structure Excavation	Cu. Yd.	137	$15.00	$2,055.00
6	Structure Excavation Below Elevations Shown	Cu. Yd.	10	$15.00	$ 150.00
7	Structural Concrete Class 3300	Lump Sum	ALL		$11,200.00
8	4'/45'/50' Pre-stressed Slabs	Only	10	$1,900.00	$19,000.00
9	Reinforcement	Lump Sum	ALL		$ 1,540.00
10	Metal Rail	Lin. Ft.	100	$19.00	$1,900.00
11	Loose Riprap Class 700	Cu. Yd.	1520	$12.00	$18,240.00
12	Toe Trench Excavation	Cu. Yd.	490	$6.00	$2,940.00
13	Relocate 4" Water Line	E.W.O.			$1,000.00
14	Flagging	Hour	15	$12.00	$ 180.00
15	15 Inch Culvert Pipe	Lin. Ft.	70	$9.00	$ 630.00

Subtotal Without Mobilization	$67,516.00
Subtotal With Mobilization	$73,596.00
Engineering and Contingencies	$ 9,567.48
Grand Total	$83,163.48

8523 S.W. Baseline St. at W. Main 19?
St. (Hillsboro) Sec.
(Grading, paving & signals)

C+A 6021 4-13-77

#8523 STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

YR 11-8

cc: State (H. S. Coulter) 10-30-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-30-79	W. N. Bryant, Area Engineer		HHS-32(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12-14-77	4-24-78	140 %	150 C.D.
APPROVED EXTENSIONS	**LOCATION**		
None	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.W. BASELINE ST. & W. MAIN ST.
TUALATIN VALLEY HWY.
Signal

RECEIVED
STATE HWY ENGR
NOV 5'79
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

11-5 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 10-31-79	TITLE: Field Operations Engineer	DATE: 10-31-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used

85.

May 8, 1978

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On April 26, 1978, we wrote to you concerning release of final payment on Contract No. 8523 awarded to Olson Electric Company, Inc. for work on the S.W. Baseline St. and W. Main St. (Hillsboro) Section of the Tualatin Valley Highway in Washington County.

The total contract amount is $22,415.82. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Olson Electric Company, Inc.
200 E. 5th
Vancouver, WA 98660

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

8523

9

April 12, 1978

Olson Electric Company, Inc.
Post Office Box 830
Vancouver, WA 98666

Gentlemen:

Time Extension Request
S.W. Baseline St. @ S.W. Main St.
(Hillsboro)
Contract No. 8523

Your request for an extension of time in which to complete this project has been carefully reviewed. The delays claimed are clearly due to errors controllable by you and/or your suppliers. The public was deprived of the use and benefits of this project for several months due to these errors.

The request for time extension on this project is denied.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
Enrique Rodriguez
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8523

Salem, Oregon

April 4, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
S.W. Baseline @ S.W. Main
(Hillsboro)
Contract No. 8523

TO: H. S. Coulter
State Highway Engineer

The contractor on this Title II project, Olson Electric Company, Inc., has requested a time extension of 61 calendar days which would eliminate all liquidated damages.

The pertinent contract time data are as follows:

Contract awarded	May 3, 1977
Calendar day count started	May 18, 1977
Work started	September 22, 1977
Contract work completed	December 14, 1977
Contract time expired	October 14, 1977
Calendar days specified	150
Calendar days used	211

The contractor claims delays in obtaining delivery of poles and signal equipment. For the poles, no evidence whatsoever is provided by the contractor to indicate he placed a timely order or any reason for delay in delivery. Further, when the poles were delivered on October 10, 1977, one pole was shipped wrong and the correct pole was received on November 2, 1977. Obviously the primary delay associated with the poles was due to a shipping error. This is a matter between the contractor and the supplier and no time extension should be granted for this delay.

The signal equipment was originally scheduled for shipment by October 1, 1977, according to a letter from Eagle Signal Corporation. Eagle states that shipment of the signal controller was delayed to October 24, 1977 due to their assembly of "a number of controllers" with out of tolerance dial shaft material and the need to correct this problem. Apparently the signal heads were held for shipment with the controller but inadvertently were shipped three days later. In any event, the signal heads arrived on November 8, 1977 with the wrong back plates. A second set of back plates was also shipped wrong. The contract work was finally substantially completed on December 14, 1977 and no time was charged after that date although the proper back plates were not installed and the signals were not actually turned on until February 1, 1978.

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

It is recommended that the request for time extension be denied. The delays on this project were clearly within the control of the contractor and/or his suppliers.

A rough draft response to the contractor is attached.

OBJ:fr

Att.

cc: Robert Church

FORM B-80 DOM 8-62 45000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

BEAVERTON
FEBRUARY 6, 1978

SE RE RME RCE
TE RECEIVED RSM
RSO
SO REGION 1 RE
TO

SUBJECT: S. W. BASELINE @ S. W MAIN ST.
(HILLSORO) SECTION
TRAFFIC SIGNAL INSTALLATION
CONTRACT NO. 8523

To:
MR. EDWARD L. HARDT
REGIONAL ENGINEER
MILWAUKIE, OREGON

L

ATTEN: MR. MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

AS PER ATTACHED FORMS AND CORRESPONDENCE, OLSON ELECTRIC COMPANY, INC. HAS REQUESTED AN EXTENSION OF TIME FROM 150 TO 211 CALENDAR DAYS IN WHICH TO COMPLETE SUBJECT PROJECT WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES.

ACCORDING TO THE CONTRACTOR, THE TIME OVERRUN WAS DUE TO DELAYS IN RECEIVING POLES AND SIGNAL EQUIPMENT FROM SUPPLIERS.

WORK ON THIS PROJECT WAS STARTED ON SEPTEMBER 22 AND BY OCTOBER 12, ALL UNDERGROUND WORK WAS FINISHED WITH TWO (2) CALENDAR DAYS LEFT, WHICH IS NOT, IN MY OPINION, "WELL WITHIN THE CONTRACT TIME LIMITS" AS CLAIMED BY THE CONTRACTOR.

NO WORK TOOK PLACE FOR THREE WEEKS UNTIL THE DELIVERY OF THE POLES AND OTHER SIGNAL EQUIPMENT ON NOVEMBER 2. ON NOVEMBER 14, THE WORK STOPPED AGAIN BECAUSE THE CONTROLLER WAS NOT READY FOR DELIVERY UNTIL DECEMBER 8. MOST OF THE WORK WAS FINISHED BY DECEMBER 14 AND I STOPPED, PERHAPS PREMATURELY, THE WORK DAY CHARGES. ALTHOUGH THE SIGNALS WERE ENERGIZED AND COULD HAVE BEEN USED, THE REGION 2 TRAFFIC ENGINEER DECIDED AGAINST TURNING THEM ON UNTIL THE COMPLETE INSTALLATION OF ALL THE PROPER BACK PLATES. THIS WAS NOT ACCOMPLISHED UNTIL FEBRUARY 1, BUT NO TIME WAS CHARGED DURING THIS WAITING PERIOD.

IN A WAY, THE CONTRACTOR, WHILE PREPARING HIS BID, CAN CONTROL THE DELIVERY DATE AND CAN WARN THE PROSPECTIVE SUPPLIERS OF THE POSSIBLE LIQUIDATED COSTS DUE TO DELAYS IN DELIVERIES OF SIGNAL EQUIPMENT. WHETHER THIS WAS DONE OR NOT IN THIS PARTICULAR CASE WOULD BE DIFFICULT TO PROVE AND PERHAPS MAY BE EVEN IMMATERIAL BECAUSE THE FACT REMAINS THAT THE CONTRACTOR ALONE IS RESPONSIBLE FOR THE COMPLETION OF THE PROJECT.

WHILE I SYMPATHIZE WITH THE CONTRACTOR'S PROBLEMS, I CANNOT RECOMMEND A REDUCTION IN THE NUMBER OF PENALTY DAYS.

E Rodriguez

ENRIQUE RODRIGUEZ
RESIDENT ENGINEER

ENCL.

E-330 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 1-5, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 211 days, within which to complete our Contract No. 8523, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letters

Olson Electric
Eagle Signal Corporation

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By Carl T Olson

CONSENT OF SURETY

Date January 24, 1978

We, United States Fidelity and Guaranty Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald S Millar
Donald S. Millar Attorney-in-fact

Donald S. Millar
Donald S. Millar Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8523 Contractor OLSON ELECTRIC COMPANY, INC.

Highway TUALATIN

Section S. W. BASELINE ST. @ S/W. MAIN ST. (HILLSBORO)

Kind of Work TRAFFIC SIGNAL INSTALLATION

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

See attached letter
M. Craft

The delays claimed are due to errors clearly controllable by the contractor and/or his suppliers.

Recommended for Approval:

Division Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8523
Project designation	HHS-32(2) (State-Federal)
Date awarded	MAY 3, 1977
Work started	SEPTEMBER 22, 1977
Per cent completed	100 DECEMBER 14, 1977 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	211
No. of Added Workdays Requested	61

SP*0296-734

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 286-0295

Cont. 8523

October 5, 1977
Job #01013

Deadline?

Oregon State Highway Department
18992 S.W. Shaw
Aloha, Oregon 97005

Gentlemen:

This letter is to inform you that the pole shipping date is now October 10, 1977.

It is obvious we will not be able to complete our work within the time required.

We are at this time checking our files and contacting the pole manufactures to determine who was negligent. We will inform you,

Very truly yours,

OLSON ELECTRIC COMPANY, INC.

Bob Moldenhauer

Bob Moldenhauer
Operations Manager

BM:lk

RECEIVED
OCT 6 - 1977
NOTED Res. Bi Engineer

Eagle Signal Corporation
a Gulf + Western Manufacturing Company

TRANSPORTATION AND
PUBLIC SAFETY DIVISION

8004 Cameron Road
Austin, Texas 78753
512-837-8300

November 1, 1977

Ms. Sharon White
Olson Electric
P. O. Box 830
Vancouver, Washington 98660

Reference: Your P. O. # 13452
Our S. O. # 706-52503
State of Oregon, Washington Co.

Dear Ms. White,

This letter is in response to your request that I explain the delays that we encountered on the above referenced order.

The delay was because of the electro-mechanical controller on the order even though it was shipped 3 days before the signals were shipped. The signals were scheduled to be shipped on the same day as the controller. The problems associated with the controller were resolved earlier than anticipated so it was ready Oct. 24, 3 days early.

The problem was that the shaft upon which the dial rotates was out of tolerance. The shaft is high tolerance stainless steel which is purchased. A number of controllers were made with this out of tolerance shipment of stainless steel. Consequently, the material had to be reordered and the controllers rebuilt. We had originally intended to ship the order by Oct. 1, 1977 so this problem caused at least a 23 day delay.

I trust this is the information that you seek.

Very truly yours,

Jim Clingan

Jim Clingan
Sales Administrator

JC/cs

cc: Harlan Baxter

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98666
PHONE (206) 694-6585 PORTLAND (503) 285-0295

January 23, 1978
Job 1013

Oregon State Hiway Department
18992 SW Shaw
Aloha, Oregon 97005

Re: Our letter dated October 5, 1977
Contract 8523 - SW Baseline & W. Main Streets
Hillsboro

Att: Hank Rodriguez

Dear Sir:

We are requesting your consideration for extension of time for the above reference project.

We feel the overrun of time was due to delays of the pole and signal manufactureres and has not been incurred by negligence of the contractor.

I'm sure your records indicate that we had the underground work done well within the contract time limits and were waiting for poles and signals.

The poles were delivered October 10, 1977. One pole was shipped wrong. The correct pole was received on November 2, 1977.

The signal heads were delivered on November 8, 1977 with the wrong back plates. The second set of back plates was also shipped wrong. To date we have not received the correct back plates.

A further time loss of four days was due to an act of God. Because of the severe weather conditions the week of December 12, 1977, PGE could not connect service when called on December 15, 1977 because of the added work load. The connection was made on December 16, 1977.

We are asking that you consider the performance of the contractor and do not penalize him for acts of others.

Very truly yours,

OLSON ELECTRIC COMPANY, INC.

Bob Moldenhauer

BM:jo

8523

FINAL FIGRS WEEKLY REPORT

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S W BASELINE @ W MAIN ST. (HILLSBORO)		WEEK ENDING: FEBRUARY 4, 1978
		SECTION PREFIX: 34-1003
HIGHWAY: TUALATIN VALLEY		COUNTY: WASHINGTON
NAME OF JOB: S W BASELINE TRAFFIC SIGNALS	KIND OF WORK: GRADING, PAVING, AND SIGNALS	
CONTRACTOR: OLSON ELECTRIC CO.	CONTRACT NUMBER: 8523	FEDERAL AID PROJECT NUMBER: HHS-32(2)
DATE OF CONTRACT: MAY 3, 1977	DATE WORK STARTED: SEPTEMBER 22, 1977	~~XXXXXXXX~~ COMPLETION DATE: DECEMBER 14, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS ~~150~~	WORK DAYS USED ~~XXX~~
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 211
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 141
PROJECT AUTHORIZATION: $ 28,541.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 25,686.90	ENGINEERING AUTHORIZATION $ 2,854.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,686.90	ENGINEERING COST TO DATE $ 3,354.55	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 117 %	DATE PROJECT WAS COMPLETED: DECEMBER 14, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~XXXXXXXXX~~	TRAFFIC SIGNALS							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
JAN SUNDAY 29	CLOUDY	0		
MONDAY 30	PARTLY CLOUDY	0		
TUESDAY 31	RAIN	0		
FEB WEDNESDAY 1	RAIN	0		
THURSDAY 2	RAIN	0		
FRIDAY 3	CLOUDY	0		
SATURDAY 4		0		

Routing: Keasey, Bond, Jackmond, Hopkins, Johnsen, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

RECEIVED
FEB 7 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

JAN SUNDAY 29	NO ACTIVITY
MONDAY 30	NO ACTIVITY.
TUESDAY 31	NO ACTIVITY.
FEB WEDNESDAY 1	TRAFFIC SIGNALS TURNED ON.
THURSDAY 2	NO ACTIVITY
FRIDAY 3	NO ACTIVITY
SATURDAY 4	

REMARKS

STATUS TO DATE: TRAFFIC SIGNALS TURNED ON, PROJECT READY FOR FINAL INSPECTION.

NEXT WEEK:

E. Rodriguez

SIGNED _____ LOCATION BEAVERTON
E. RODRIGUEZ RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

8523 7-12-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-32(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71535

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 18 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	6-8-77	Primary 32	Primary 29

GENERAL LOCATION:

"S.W. Baseline St. at West Main St. (Hillsboro)"

GENERAL DESCRIPTION OF WORK:

Permanent signing throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~
~~XXXXXXXXX~~R FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-1-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 at a total estimated cost not to exceed $200 Federal Funds $180.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-12-77		For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-858

8523

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-11-77

FEDERAL AID PROJECT NO. HHS-32(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71535

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	6-10-77	Primary 32	Primary 29

GENERAL LOCATION:

"S.W. Baseline St. at West Main St. (Hillsboro)

GENERAL DESCRIPTION OF WORK:

Remove overhanging limbs and trim trees

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-1-77 and based on the data submitted, you are authorized to proceed with the use of State forces as being in the public interest, under State Force Order No. 2 at a total estimated cost not to exceed $250 - Federal Funds $225.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-11-77	G. K. Green	For DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8523

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 6-94	FEDERAL-AID PROJECT AGREEMENT 6-13-77	Oregon
		County
		Project No. HHS 32(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. W. Baseline St. at W. Main St. (Hillsboro)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-1-76	0.00
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	4-5-77	0.00

ESTIMATED TOTAL COST OF PROJECT	FUNDS FEDERAL FUNDS Pro rata 90%
$ 37,190.00	$ 33,471.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E A Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 6-13-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in' which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection

of Federal funds. (b) No obligation of previously apportioned operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

GPO 898-232

Gen files

Oregon State Highway Division
Salem, Oregon June 8, 1977

Federal Aid Project
No. HHS-32(2)

S. W. Baseline St. at W. Main St. (Hillsboro)
Tualatin Valley Highway
Washington County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,400.00
Type Code Y031			
Signals (Sta. 17+16)			
Mobilization	All Required		$ 659.00
Temporary Protection and Direction of Traffic	All Required		400.00
Temporary Signs	210 Sq. Ft.	3.90	819.00
Temporary Barricades	2 Only	50.00	100.00
Flagmen	40 Hours	17.00	680.00
Miscellaneous Street Work	All Required		3,729.00
Traffic Signal Installation Complete	All Required		20,254.00
			$26,641.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 250.00
	Subtotal		$26,891.00
	Engineering		3,899.00
	Total		$30,790.00

Length of Project - - - - - - - - - - - - -0.00 mile

Work Retained in Program Status
(Not included in totals below)

Permanent Signing (S.F.)	All Required	$ 200.00
Trim Trees (S.F.)	All Required	250.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,400.00	$ 5,760.00	$ 640.00
Signals	30,790.00	27,711.00	3,079.00
Total	$37,190.00	$33,471.00	$3,719.00

Group 1 100%
Contract No. 8523
Prefix 34-1003
Prefix 34-1929

#8523

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-32(2)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71535

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	4-25-77	Primary 32	Primary 29

GENERAL LOCATION:
"S.W. Baseline St. at West Main St. (Hillsboro)"

GENERAL DESCRIPTION OF WORK:
Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility adjustment
(City of Hillsboro)
TEC not to exceed $483 - F.F. $434

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 5-16-77, this will confirm the verbal authorization of Mr. W. Bryant of this office to proceed with the actual adjustments of the City of Hillsboro's water facilities effective 4-25-77 on an actual cost basis.

I approve the agreement with the City of Hillsboro consisting of your Regional Utilities Engineer's letter of 5-10-77, the City of Hillsboro's letter of 4-25-77 and the plans and estimate furnished by Mr. Cartwright's letter of 5-16-77. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-7-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8523

~~ROW 18-4~~ 4-5

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 16, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facilities Adjustment
City of Hillsboro
S.W. Baseline @ W. Main
(Hillsboro) Section
Tualatin Valley Highway
Washington County
Project No. HHS-32(2)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Hillsboro's water facilities dated April 25, 1977, and a sketch showing their proposed relocation.

A certificatoin prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated April 14, 1977, was previously supplied your office.

An appropriate permit for the City's proposed relocation will not be issued as the facilities will occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 25, 1977, under the provisions of PPM 30-4 and 30-4.1 are requested. Estimated cost to the State is $483.00.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO
FOR
Info | Invest | R-D | D.F. | Sign | Act | File

JMC:db
Enc.

cc: H. S. Coulter
D. E. Swan
Robert Church
Ted Inloes

Form 81-734-3123

8523

April 13, 1977

City of Hillsboro
City Hall
Hillsboro, OR 97123

Attention: J. W. Davies
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6021

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of S. W. Baseline Street (Tualatin Valley Highway) and West Main Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

8523 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 4-6-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-32(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71535

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-6-77	4-6-77	Primary 32	Primary 29

GENERAL LOCATION:
"S.W. Baseline St. at West Main St. (Hillsboro)"

GENERAL DESCRIPTION OF WORK:
Traffic Signal (Code Y031 miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Perm. pavement striping (S.F.) $250.00

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 4, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $35,047 - Federal funds $31,542.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	E. J. Black	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8523 11-5-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

HHS-32(2)

FROM: G. L. Green, Div. Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. See below
	ITEM NO. 715 35	COUNTY NAME Washington
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

640 } H
645 }
1399-S L

RECEIVED STATE HIGHWAY ENGINEER
NOV 12 '76
REFER TO Rulien FOR
1 | Sec. | Rec. | Dir | Sec. | Acct. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-1-76	Primary 32	Primary 29

GENERAL LOCATION:

"Baseline St. at West Main (Hillsboro) Sec."

GENERAL DESCRIPTION OF WORK:

Prelim inary Engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC 3,000 FF 2,700.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 10-7-76 letter, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHMP 7-7-2.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-5-76	G. L. Green	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979—631-656

8523

MOHR, BANCROFT & ASSOCIATES, INC.
CIVIL ENGINEERS
LAND SURVEYORS - PLANNERS
140 N. THIRD AVE.
HILLSBORO, OREGON 97123

H. A. MOHR P. E.
R. E. BANCROFT P. E.

PHONE 648-4101

26 October 1976

Mr. R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Or. 97210

Dear Mr. Schroeder:

Thank you for your assistance in securing the signalization of the S. W. Baseline Street and West Main Street intersection. On October 20th, Ron Failmezger, of your Milwaukie office, met with members of the Chamber to report on the progress. We are very pleased with the actions you've taken.

6410 } +
6453
1399-S

Our continuing interest in seeking signalization of the Tualatin Valley Highway - Brookwood Ave. intersection was also expressed to Mr. Failmezger. We recognize that the number of past accidents has not been high, but there is a high potential for extremely violent accidents. We hope for some preventive action before someone is really killed.

Another concern expressed at the meeting was the route signing along Sunset Highway where traffic from Portland to Hillsboro is directed to take Tualatin Valley Highway instead of proceeding to the Cornelius Pass interchange, a much quicker route. Mr. Failmezger said he would review this matter.

Thank you again for your courteous consideration of these matters.

Very truly yours,

Dick Bancroft

Richard E. Bancroft, P.E.
Chairman, Transportation Committee
Hillsboro Chamber of Commerce

cc: Jack Heinrich
Jack Long
Ron Failmezger

NOTED
R. L. SCHROEDER

RECEIVED
OCT 29 1976
Office of
Assistant State Highway Engineer

8523

PRO 6-2

October 7, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71535
Project No. HHS-32(2)
Baseline St. at West Main (Hillsboro) Sec.
Washington County

6-H5-H
6-H5-H
6-H5-S
13-H-S

Enclosed data consists of PR-1 form, Investigation of Hazardous Intersection, sketch map, Collision Diagram, Traffic Signal Warrant Comparison, and other traffic data compiled for this project.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and State Highway Division.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a, based on "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. and E. approval at an estimated total cost of $3,000 with obligation of Federal funds of $2,700.

DRH:bb
Enc.

cc: Ed Hardt (Region 1)

NUMERICAL TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-7-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (43 typewriter spaces) 21 SR 8, Jct. at West Main (Hillsboro) 60	ADT	PRESENT 13,100*	FUTURE 22,300* (66)	YEAR (70)(71) 96 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE, Traffic Signals 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 HHS- 23	NUMBER 7 32

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High-Hazard Locations	COUNTY NAME Washington	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID (32) 32
		STATE (36)(37) 29	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1	(1-4)(5)	(10)	41	42								
3					PE			0.0	3,000	2,700	300	
3					ROW							
3					CONST (CODE) Y031		"Baseline St. at West Main (Hillsboro) Sec."	0.0	30,000	27,000	3,000	
								0.0	33,000	29,700	3,300	

CARD	CODE		
1	1	PREPARED BY DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES (16)(23)(24)(33)	REMARKS

*Entering Volumes

FORM PR-1 (REV. 4-61)

10-7-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
8, Jct. at West Main (Hillsboro)	ADT	13,100*	22,300*	96	10	Oregon	41	145	71535

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
nals								HHS-	32	(2)		

(Section 209) High-Hazard Locations

Portland

COUNTY NAME: Washington — CODE: 067

ROUTE NO. P — FEDERAL-AID: 32 — STATE: 29 — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.0	3,000	2,700	300		
OW								
ONST (CODE) 7031		"Baseline St. at West Main (Hillsboro) Sec."	0.0	30,000	27,000	3,000		
DRH		PROJECT TOTALS	0.0	33,000	29,700	3,300		

ROVAL DATES

REMARKS

*Entering Volumes

-OVLR-

BASELINE ST. AT WEST MAIN (HILLSBORO) SECTION
PROJECT NO. HHS-32(2)

Existing Facility:

Baseline St. (FA 32) -- Two-lane, one-way street bituminous-surfaced with shoulders.

Main St. (FAU 9028) -- Two-lane, two-way street bituminous-surfaced with shoulders.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering including utility preparatory work.
2. Install pretimed interconnected traffic signal and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Railroad, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreement.

FHPM 4-4-2 Requirements: Urban transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" as set forth in FHPM 6-8-2-1.

NOTE: This project is in Congressional District No. 1.

8523

September 21, 1976

Mr. Jack Heinrich, President
Mr. Jack Long, Manager
Hillsboro Chamber of Commerce
Post Office Box 394
Hillsboro, OR 97123

Dear Mr. Heinrich and Mr. Long:

This is in reply to your recent letter concerning the installation of traffic signals at the intersection of SW Baseline Street and West Main Street, and a study of the Tualatin Valley-Brookwood Avenue Intersection.

At the present time, we are planning to let a contract in April 1977 to install traffic signals at the West Main Street-Baseline Street Intersection. If the project commences as planned, the signals should be in operation near the end of 1977.

As the City of Hillsboro will have to agree to the signal installation and participate by paying the cost of power consumption, I am sending them a copy of this letter along with a copy of yours so they will be advised of the situation regarding these two intersections.

I am also asking our Regional Engineer in Milwaukie, Mr. E. L. Hardt, or his representative to contact you and arrange for a meeting to review the Tualatin Valley Highway-Brookwood Avenue Intersection. This intersection is also located in the city and it would be desirable for you to arrange to have a City representative present when you meet to discuss the traffic conditions.

Very truly yours,
ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

cc E. S. Mills, City Manager

bc H. S. Coulter
E. S. Hunter
L. E. George
D. N. Harwell
E. L. Hardt - Please contact and arrange for a meeting, taking whatever action is appropriate.
C. O. Fredrickson

DKH:ds:ab

HILLSBORO CHAMBER OF COMMERCE
P. O. BOX 394 • 174 E. MAIN STREET
HILLSBORO, OREGON 97123 • (503) 648-5311

September 10, 1976

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

This is a follow-up for action per your letter to us on May 21, 1976 (copy enclosed for your convenience).

We have studied more completely the need of the traffic signal on West Baseline and West Main Extension. This has been done by our Roads, Highways and Transportation Committee and our Board of Directors. As you must realize, this is one of the most hazardous intersections in Hillsboro, Washington County, this area and even the State of Oregon. As you stated, this traffic signal is warranted. When will it actually be done? What is your time schedule to do this? We need to know for many good reasons.

We would be glad to further study the warranted need now of a traffic signal also at the intersection of Brookwood Avenue and Tualatin Valley Highway. When could we do this together? Our people feel this must be done even with some of the difficulties you point out -- being so close to the Witch Hazel Road traffic signal intersection. Your suggestion of the possibility of realigning either Witch Hazel Road or Brookwood Avenue creates even greater problems, but we are willing to meet with you here in our Chamber Office and in the field on the spot and actually study and determine the best solution to be done here now. I'm sure you will find that this is now warranted and must also be done just as soon as possible.

Waiting to hear from you, we remain,

Sincerely yours,

CHAMBER OF COMMERCE

Jack Heinrich
Jack Heinrich, President

Jack Long
Jack Long, Manager

JH/JL/af
Enclosure - 1

NOTED
R. L. SCHROEDER

RECEIVED
SEP 13 1976
Office of
Assistant State Highway Engineer

8523

43

May 21, 1976

Mr. Jim Sullivan, President
Mr. Jack Long, Manager
Hillsboro Chamber of Commerce
Post Office Box 394
Hillsboro, OR 97123

64[illegible]-H
6410-H

Dear Mr. Sullivan and Mr. Long:

We have completed our investigations of the two intersections about which you were concerned.

A traffic signal is warranted at the intersection of Baseline Road with West Main Street, and we are hopeful that Federal funds will soon be available for this project. If there are no unexpected delays, the project should be under contract within a year or so. This will not eliminate all the problems but should reduce the number of angle collisions.

There is a marginal warrant for a traffic signal at the intersection of the Tualatin Valley Highway with Brookwood Avenue and it is being added to the traffic signal priority list. You should be aware, however, that it is difficult to properly operate two adjacent signalized intersections such as at Brookwood Avenue and Witch Hazel Road. Signals at both intersections, which are only 300 feet apart, would result in delay to traffic, confusion to drivers, and possibly contribute to accidents. If there is any possibility of realigning either Witch Hazel Road or Brookwood Avenue to create a four-way intersection, this should be explored.

cc 1

If you have any further questions, please let me know.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. E. George
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
TL:CM:rj: ab

Roger

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 3, 1976

FILE:

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: TRAFFIC CONCERNS
Hillsboro Chamber of Commerce
City of Hillsboro
Tualatin Valley Highway at
Brookwood Avenue and
Tualatin Highway at W. Main St.
ORE 8
Hwy 29 MP 9.73

As a result of contact with the Hillsboro Chamber of Commerce through the Roads, Highways and Transportation Committee, investigations of traffic conditions were conducted at the subject locations. The Brookwood Avenue intersection was investigated by Region One, the West Main Street interchange was investigated by Dave Weaver, Region Traffic Engineer for Region Two.

The attached sketch shows the general layout of Brookwood Avenue in relationship to Witch Hazel Road which is presently signalized. The posted speed on ORE 8 is 55 MPH.

The sixteen-hour manual count taken on April 14 and 16, 1976, shows that the Brookwood traffic does marginally meet the interruption of continuous traffic signal warrant. The Brookwood Avenue traffic has increased from 1,300 vehicles in 1970 to 2,168 shown on the recent manual count.

The attached collision diagram shows the six reported accidents for the period from January 1, 1972, through December 31, 1975. There were two injuries in these accidents.

Signalization at the Brookwood Avenue intersection would need to be somehow tied to the Witch Hazel Road traffic signal. Probably the best way to handle this would be to operate both intersections off the same controller.

It was noted on the last signal priority listing that the West Main Street intersection was listed. Would you gather the information from the Region Two report and this report and respond to the Chamber's inquiry concerning these two locations.

RWF/ggw

cc Edward L. Hardt
C. O. Fredrickson
Bill Geibel

NOTED
TOM LANCASTER

RECEIVED
MAY 4 1976
TRAFFIC ENGINEERING

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA

Region 1 - Milwaukie

March 28, 1976

FROM: RONALD W. FAILMEZGER
Regional Traffic Engineer

TO: MEMO TO FILE

SUBJECT: TRAFFIC CONCERNS
Hillsboro Chamber of Commerce
Meeting with the Roads, Highways and Transportation Committee

I met with Mr. Jack Long, Manager of the Chamber of Commerce and five members of the Roads, Highways and Transportation Committee of the Chamber on March 16th. This was the result of a letter from the Chamber dated March 1, 1976 to Mr. F. B. Klaboe, requesting the review of certain high hazard locations in the Hillsboro area on the state highway system.

Attached is a copy of the ten high accident locations. The committee members were concerned about the intersection of Baseline Street (TV Highway) at West Main Street extension. They would like to see a flashing beacon and stop flaps installed at this intersection. This is the location that was reviewed by Region II some time last year. A contact with Region II personnel will be made to see what happened to that investigation and whether additional study is needed.

The other location is number 10 on the listing, which is the intersection of Brookwood Street on the Tualatin Valley Highway. This intersection is 300 feet west of the signalized intersection of Witch Hazel. The concern here was for the potential accident problem. I advised the group that a signal investigation would be made at this intersection.

NOTED
F. B. KLABOE

RWF/lms
cc: F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
E. L. Hardt
C. O. Fredrickson

THIS COPY FO...

RECEIVED
STATE HWY E...
MAR 24 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

HILLSBORO CHAMBER OF COMMERCE

P.O. BOX 394 • 174 E. MAIN STREET
HILLSBORO, OREGON 97123 • (503) 648-5311

March 1, 1976

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We have been studying and reporting on the ten top most dangerous intersections in Hillsboro. All of them, it seems, are on State Highway 8 through the City of Hillsboro. We would like the opportunity to review this with the Oregon State Highway Division and our Roads, Highways and Transportation Committee of the Chamber.

Most important, the Brookwood, Witch Hazel and Tualatin Valley Highway complex presents the location for a possible bad accident some time in the future, with a good chance for a loss of life. Could we have a traffic survey here by the Oregon State Highway Department and when? Thank you.

Sincerely yours,

CHAMBER OF COMMERCE

Jim Sullivan
Jim Sullivan
President

Jack Long
Jack Long
Manager

JS/JL/af

ESH

2/16 24 hr 1973 on Brookwood

RECEIVED
MAR 3 1976
Office of Assistant State Highway Engineer

RECEIVED
ENGR
MAR 2'76
REFER TO
FOR

RECEIVED
MAR 2 1976
Office of Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

CHAMBER Transportation Committee
ROADS & HIGHWAYS

CITY OF HILLSBORO
HIGH ACCIDENT LOCATIONS

10-22-75
G.T.D.

RANK	LOCATION	3½-YR AVG	1975	1974	1973	1972
1.	Baseline & W. Main extension	13.25	7 (5)	8 (5)	17 (7)	21
2.	[3]1st & Oak ✓	11.0	6 (3)	13 (7)	15 (2)	10
3.	[2]10th & Walnut ✓	10.25	8 (4)	10 (8)	6 (1)	17
4.	[2]10th & Maple ✓	10.0	4 (5)	9 (3)	10 (9)	17
5.	[1]21st & TV Highway ✓	8.5	6 (3)	1 (2)	12 (12)	15
6.	[4]13th & TV Highway ✓	7.5	4 (3)	8 (4)	12 (12)	6
7.	[2]10th & Oak ✓	7.25	6 (6)	6 (5)	6 (0)	11
8.	[3]1st & Baseline ✓	6.5	3 (1)	10 (7)	8 (0)	5
9.	[2]Baseline & Dennis ✓	6.25	6 (6)	4 (1)	9 (3)	6
10.	[5]Brookwood & TV Highway ✓	5.5	3 (3)	4 (9)	4 (2)	11
	TOTAL	86	53(40)	73 (52)	99(48)	109
	ALL HILLSBORO	327	238(114)	359(197)	372(165)	339
	% TOP 10 OF TOTAL	26%	22%(35%)	12%(26%)	27%(29%)	32%

( ) DENOTES INJURIES
1 TOPICS PROJECT-SIGNALIZED 1973
2 SIGNALIZED INTERSECTION
3 1st AVENUE WIDENED 1973-74
4 TOPICS PROJECT-SIGNALIZED 1968
5 TOPICS PROJECT-SIGNALIZED 1972

ABOVE INFORMATION FROM RECORDS OF HILLSBORO POLICE DEPARTMENT

8523

March 4, 1976

bcc F. B. Klaboe
R. L. Schroeder
H. S. Coulter (enc.)
L. E. George "
Ralph Sipprell "
Ed Hardt "

Mr. Jim Sullivan, President
Mr. Jack Long, Manager
Hillsboro Chamber of Commerce
P. O. Box 394
Hillsboro, OR 97123

Gentlemen:

This is in reply to your February 27 letter concerning the intersection of ORE8 and Tenth Street in Hillsboro.

640-H

It has been recognized by the Highway Division and the City of Hillsboro that an improvement is necessary at this intersection. We have been working with the City, as well as with the developer of the Hillsboro Mall, in an effort to solve the problem. Now that the work by the developer is completed, the City of Hillsboro and the Highway Division hope to finish their portions of the project.

Our Regional Engineer in Milwaukie, Mr. E. L. Hardt, or his representative, will contact you very soon with more details concerning the project and its expected completion date. Mr. Hardt may be reached at 9200 S. E. McLoughlin Boulevard, Milwaukie, 97202; or phone 653-3090.

It is hoped this project can be completed shortly.

Very truly yours,

RLS:ab ja

E. S. Hunter
Deputy State Highway Engineer

cc Senator Victor Atiyeh - another cy sent (to Capital Bldg.) per request 4-7-76 ja.
Senator Blaine Whipple
Representative Mike Ragsdale
Representative Bill Ferguson
Representative Dick Magruder

bc Mr. E. S. Mills
City Manager
Hillsboro

HILLSBORO CHAMBER OF COMMERCE

P. O. BOX 394 • 174 E. MAIN STREET
HILLSBORO, OREGON 97123 • (503) 648-5311

February 27, 1976

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We have an emergency and dangerous situation here in Hillsboro. It is where Oak Street of State Highway 8 going east enters 10th Street on a curve. An island is still there where the new Hillsboro Mall is being built.

What we understand is that the State Highway Division is to complete this, but say they do not have the funds.

Certainly the State Highway Division has emergency funds for this emergency and dangerous situation. We request and urge that this small but vital project be completed at once.

Also, proper lights and signs need to be installed here. A sign reading, "Right turn permitted without stopping on red light." Now, some stop, some don't and some stop and then go on the red light. This is very dangerous at this curve.

We would be glad to meet with the appointed State Highway personnel on this in Hillsboro to study and get this done immediately.

This has a high priority by our Roads, Highways and Transportation Committee, Legislative Committee and Board of Directors.

Thank you. Waiting to hear from you, we remain

Sincerely yours,

CHAMBER OF COMMERCE

Jim Sullivan

Jim Sullivan, President

Jack Long

Jack Long, Manager

JS/JL/af
cc: Sen. Victor Atiyeh
Sen. Blaine Whipple
Rep. Mike Ragsdale
Rep. Bill Ferguson
Rep. Dick Magruder

ESH

NOTED
R. L. SCHROEDER

RECEIVED
MAR 2 1976
Office of
Assistant State Highway Engineer

HWY ENGR
MAR 1 '76
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1523

March 4, 1976

Mr. Jim Sullivan, President
Mr. Jack Long, Manager
Hillsboro Chamber of Commerce
Post Office Box 394
Hillsboro, OR 97123

645-H

Dear Mr. Sullivan and Mr. Long:

This is in reply to your letter concerning the traffic problems on ORE8 in the city of Hillsboro.

Your request for a traffic study is being referred to our Regional Engineer in Milwaukie, Mr. E. L. Hardt, and he or his representative will contact you as soon as their schedule will permit.

Thank you for your concern for highway safety.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab

bc F. B. Klaboe
E. S. Hunter
L. E. George
E. L. Hardt - Please investigate & report.

HILLSBORO CHAMBER OF COMMERCE

P. O. BOX 394 • 174 E. MAIN STREET
HILLSBORO, OREGON 97123 • (503) 648-5311

March 1, 1976

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We have been studying and reporting on the ten top most dangerous intersections in Hillsboro. All of them, it seems, are on State Highway 8 through the City of Hillsboro. We would like the opportunity to review this with the Oregon State Highway Division and our Roads, Highways and Transportation Committee of the Chamber.

Most important, the Brookwood, Witch Hazel and Tualatin Valley Highway complex presents the location for a possible bad accident some time in the future, with a good chance for a loss of life. Could we have a traffic survey here by the Oregon State Highway Department and when? Thank you.

Sincerely yours,

CHAMBER OF COMMERCE

Jim Sullivan
Jim Sullivan
President

Jack Long
Jack Long
Manager

JS/JL/af

ESH

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MAR 3 1976
Office of
Assistant State Highway Engineer

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RECEIVED
MAR 2 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

B524 Mary S. Young Park-Bolton 1977
School Bikeway Sec.
(Grading & paving bikeway)

- #8524 3 8

August 24, 1977

Reliance Insurance Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $2,549.33 will be made to Schrader Construction Co., Inc. on Contract No. 8524 for the Mary S. Young Park-Bolton School Bikeway of the Oswego Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $77,697.65 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Fred S. James & Co. of Oregon
1 S.W. Columbia St.
Portland, OR 97201

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8524

August 17, 1977

Reliance Insurance Company
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On August 8, 1977, we wrote to you concerning release of final payment on Contract No. 8524 awarded to Schrader Construction Co., Inc. for work on the Mary S. Young Park-Bolton School Bikeway Section of the Oswego Highway in Clackamas County.

Final payment on this contract is $3,548.87 and the total contract amount is $75,148.32. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Schrader Construction Co., Inc.
7912 S.E. Powell Boulevard
Portland, OR 97206

Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8524

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Mary S. Young Park-Bolton School Bikeway	WEEK ENDING: June 18, 1977
		SECTION PREFIX: 803-1134
	HIGHWAY: Oswego	COUNTY: Clackamas
NAME OF JOB: Mary S. Young Pk.-Bolton Sch. Bikeway	KIND OF WORK: Grading & Paving	
CONTRACTOR: Schrader Const.	CONTRACT NUMBER: 8524	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 2, 1977	DATE WORK STARTED: May 11, 1977	ESTIMATED COMPLETION DATE: June 10, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $94,857.53	SPECIFIED COMPLETION DATE: June 10, 1977	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $86,573.03	ENGINEERING AUTHORIZATION: $8,284.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $86,417.84	ENGINEERING COST TO DATE: $7300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 88%	DATE PROJECT WAS COMPLETED: June 10, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.16	1.16			1.16
MILES PARTIALLY COMPLETED	1.16	1.16			1.16
MILES COMPLETED	1.16	1.16			1.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	600CY	930CY			600TON
TOTAL QUANTITIES CORRECTED TO DATE	435	801			874
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	435	801			874
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

Kraisey Richards Bond Clark Lockington Page Hagemann Olsen Walker

RECEIVED
JUN 21 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
June 12 SUNDAY	No activity.
13 MONDAY	No activity.
14 TUESDAY	Inspection by Region and recommend ed acceptance.
15 WEDNESDAY	
16 THURSDAY	Semi-Final submitted to Region.
17 FRIDAY	
11 SATURDAY	No activity.

REMARKS

Final inspection by Region and acceptance.
Semi-final turned over to Region.

No further report on this project .

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8524

Salem, Oregon
April 18, 1977

Mary S. Young

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 28 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened April 28 on the following projects:

1. NE 3rd Avenue, N Locust, N Knott, N Juniper Sts
(Canby), Clackamas County
Grading and Paving

Withdrawn

2. Fat Elk Creek-Pulaski Creek
Coquille-Bandon Highway, Coos County
Grading, Paving and Structures

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
2.4-metre paved shoulders are provided.

3. Umpqua River Bridge
Umpqua Highway, Douglas County
Painting

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Frenchglen Hwy-Diamond Maintenance Station
FAS B472 (Old Diamond Hwy), Harney County
Oiling

Same as No. 2.
4-foot gravel shoulders are provided.

5. Lake Abert Rock Production
   Lake County

   Same as No. 3.

6. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Painting

   Same as No. 3.

7. Oregon Coast Hwy at NE 20th St (Newport)
   Lincoln County
   Traffic Signal Installation

   Same as No. 3.

8. Scio (N Beech Street)(Street Improvement Only)
   Linn County
   Grading, Paving and Drainage

   Same as No. 2.
   5-foot sidewalks exist.

9. Sodom Ditch Bridge
   Linn-West County Road, Linn County
   Grading, Paving and Structure

   Grading and paving incidental to structure.
   30-foot roadway provided on structure.

10. South Banfield Interchange
    East Portland Freeway, Multnomah County
    Grading, Paving and Structures

    Bikeway facilities to be constructed in this area on future contract.

11. NE Marine Drive
    East Portland Freeway, Multnomah County
    Grading and Paving

    Parallel bikeway facilities to be constructed on future contract.

12. Milton Ditch-Walla Walla River (Milton-Freewater)
FAS B568 (SE 15th Avenue), Umatilla County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

13. Fifteenmile Creek Bridge
FAS 310, Wasco County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

14. SW Baseline Street at W Main Street (Hillsboro)
Tualatin Valley Highway, Washington County
Grading, Paving and Signals

Same as No. 3.
Grading and paving incidental to signals.

15. Mary S. Young-Bolton School Bikeway
Oswego Highway, Clackamas County
Grading, Paving and Bikeway

Bikeway project.

16. Pacific Highway East at Chemawa Road
Marion County
Traffic Signal Installation

Same as No. 3.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
George Hopkins

8524

43

June 15, 1976

810-H

Mr. Clifford L. Sanders
City Administrator
City Hall
West Linn, OR 97068

Dear Mr. Sanders:

416-H
411-H
4619-K
4522-K

Thank you for your letter concerning the extension of the Mary S. Young State Park-Bolton School project southerly to the old Oregon City Bridge.

I am happy to inform you I have instructed Mr. Ed Hardt, our Regional Engineer in your area, to include this extension as a part of the current survey effort.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
Ed Hardt (enc.)
Frank Terpin

DES:mc ja

City of West Linn

CITY HALL
WEST LINN OREGON
97068

May 26, 1976

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
Perpich
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Fred B. Klaboe
Administrator and
State Highway Engineer
State Highway Building
Salem, Or 97310

Dear Mr. Klaboe:

The City of West Linn is happy to hear that the planned bikeway on Highway 43 from Mary S. Young State Park to Hammerle Park is scheduled to be surveyed very soon.

Since this community seems to be issuing one building permit per day, on the average, our traffic on Highway 43 is becoming increasingly heavy. We are most concerned that the State work this project to completion as soon as possible, as Highway 43 is the major road going north and south along the west side of the Willamette River. Locally from Portland to Oregon City, this route connects two grade schools, is one of the approaches to the high school, connects two parks, and is the only route to our city's only shopping center.

We would like to make a suggestion to urge the S... to seriously consider extending the path to the old b... going into Oregon City. This would give a continuous ... path from the south end of Lake Oswego to the old bri... One of the reasons for this suggestion, is that there ... quite a large number of homes in this area towards the bridge and all the children from that area (grades five through eight) attend the Bolton Grade School, and must ... the highway to attend this school. This is such a sho... stretch, it would seem more feasible to do it with th... project, than coming back at another time.

Sincerely,

Clifford L. Sanders
Clifford L. Sanders
City Administrator

RECEI...
MAY 28 19...
DOT Operations

Shaffer
Discuss

CLS:rjm

H31.634

8524

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

June 14, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Ms. Carol Geldaker, Secretary
Clackamas County Citizens' Advisory
Bikeway Committee
902 Abernethy Road
Oregon City, OR 97045

Dear Ms. Geldaker:

I have been asked to respond to your May 24 letter to Mr. Klaboe regarding our survey work for the Mary S. Young Park to Bolton School bicycle path project. You suggested that we extend the survey work that we are doing from Bolton School to the old Oregon City-West Linn Bridge.

I am pleased to be able to tell you that we will do as you suggested. Our survey will now be from the Young Park to the old West Linn Bridge. Region Location Engineer Rob Cameron (653-3105) will be doing the field work. Any questions or suggestions you might have about the project should be directed to him.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

RECEIVED
STATE HWY ENGR
JUN 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-16-76
ag Lawler

cc Winston Kurth,
Clackamas County

ELH/cr
bc H. S. Coulter
Frank Terpin
Rob Cameron -- Please revise the field survey to reflect the new termini and submit to Frank Terpin's office.

NOTED
H.S. COULTER

Form 81-734-3122

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act. | File

May 24, 1976

F. B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

We are delighted to hear that authority has been given for the completion of the necessary survey work to be done on the Mary S. Young State Park to Bolton School Project.

We do not want to jeopardize this project from progressing in any way, but we did want to bring the following to your attention since several people have asked us this question. Why is the survey stopping at Hammerlee Park (Bolton School) when it is just an additional 0.8 miles for the route to tie up to the old Oregon City-West Linn Bridge? 0.4 miles of this is already in sidewalks and would perhaps only need curb cuts. This would be a total path from the south boundary of Lake Oswego to the Oregon City boundary. This would give 4.4 miles of continuous path and is part of the West Side Portland and Down Valley connecting routes.

Since it is such a short section, it seems it might be more economical to include it now rather than it being an unfinished item to finish at another time.

By Winston N. Kurth

CAROL GELDAKER - Secretary
Clackamas County Citizens' Advisory Bikeway Committee
902 Abernethy Road
Oregon City, Oregon 97045

/rn

RME RCE FAE
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RSM
JUN 8 1976
RSC
REGION 1
RBI
LOC

8524

416-H

December 31, 1975

Mrs. Charles Geldaker, Chairman
Clackamas County Citizens'
Bikeway Advisory Committee
18525 Trillium Way
West Linn, OR 97068

Dear Mrs. Geldaker:

This is in reply to your December 3 inquiry concerning the use of Federal matching funds for the proposed bikeway on the Oswego Highway between Mary S. Young State Park and Bolton School.

For this project to qualify for Federal funding under the 1973 Federal Highway Act would require that the bikeway be constructed in conjunction with the reconstruction of the highway. We have no immediate plans for the reconstruction of this section. As you know, we have had to postpone the construction of this bikeway due to a reduction in our funding capabilities and at the present time, we are engaged in a further cutback in spending.

We still plan to construct this bikeway as a separate project as soon as funds can be obtained.

Very truly yours,

R. L Schrader

E. S. Hunter for
Deputy State Highway Engineer

bc F. B. Klaboe
Victor D. Wolfe
L. W. Rullen (enc.)
Ed Hardt "

DES:mc ja

RECEIVED
STATE HWY ENGR
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FOR
Info | Inves | R/D | O/R | Sign | Act | File

1/1/8

December 3, 1975
18525 Trillium Way
West Linn, OR 97068

Fred Klaboe
Highway Engineer and Administrator
Oregon State Highway Department
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

The Clackamas County Citizens' Bikeway Advisory Committee is writing to you regarding a planned bikeway path on Oregon State Highway 43 between the Mary S. Young Park and Bolton School. This project was listed No. 2 in priority in the Six Year Construction Project manual - January, 75 - June, '81 and approved by the Oregon Transportation Commission on May 30, 1975. The path was to have been contracted in the 1975 fiscal year. It was to be 1.1 miles in length, Class II, and the estimated cost was $126,000.00. The final survey has not been done because of reduction of monies available for such projects being funded completely by the State.

Is it possible that since this road is a Federal Aid primary highway that the State could apply for Federal funds under the 1973 Federal Highway Act, with a 70/30 match basis in order to get this project completed?

This route is a tie between two parks, takes the bike lane further down the road and thus joining two grade schools and providing a better connection to the West Linn High School. Further, this route is a part of the CRAG "Bicentennial Route" recommended in its proposed plan as well as being a portion of the Clackamas County proposed bike route plan.

Since the State provided a lane from Lake Oswego to the Mary S. Young Park, this route is heavily used by bikers, joggers and pedestrians. They can continue past the Park toward Bolton School on a good shoulder, but when going back toward Lake Oswego, the area available to bikers or walkers is very narrow.

We look forward to your early response.

G. H

Carol Geldaker

CAROL GELDAKER - Chairman, Bikeway Advisory Committee

/mak

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DEC 10 '75
LOCATION
ENGR

8524

FORM 81.734.3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 26, 1974

SUBJECT: Class II & III Bikeways

TO: METROPOLITAN ENGINEER

REGIONAL ENGINEERS

NOTED
E. S. HUNTER

To help clarify the establishment of Class II "Bikeways" and Class III "Bike Lanes", I enclose a legal opinion from the Attorney General which advises that wherever a Class II bikeway is established along one side of a highway, a physical barrier is required to allow legal two-way bicycle operation. The "nonmountable" curb shown in the Bikeway Design Manual is the recommended minimum to achieve the required physical separation.

The Class III bike lanes are to be established for one-way bicycle operation only and will require bike lane delineation by a painted symbolic stripe on both shoulders.

Victor D. Wolfe
Location Engineer

Attachment

JDM:mc

cc E. S. Hunter
H. S. Coulter
David G. Talbot
C. T. Keasey
D. H. Moehring

RECEIVED
SEP 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CON 8-2-2
Oswego
Hwy.

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 19, 1973

To: Mr. L. W. Rulien
Region Engineer

SUBJECT: Bike Route
Oswego Highway - West Linn

Attached is a copy of the legal opinion concerning the establishment of a two-way bikeway along the easterly shoulder of the subject highway previously widened for the purpose of a bicycle route.

Mr. McClure has discussed the use of the curb as a physical barrier with Mr. Lindas. Mr. Lindas indicates the curb would be a minimal barrier that would effectively separate the bikeway from the existing roadway, preventing its use by motor vehicles.

Mr. KTaboe has the same concern as I--that the curb as shown on the typical could create a hazard to the unwary cyclist, i.e., kids not riding in a straight line and running up against the curb, losing balance and falling in front of an automobile. However, you will note that Mr. Lindas thinks it is all right. If there is no other solution, I guess the only alternative is to install such a curb to at least give the bicycle some measure of security.

It is suggested that if you do install this type of curb, it be constructed in 10-foot sections allowing 2-foot openings for drainage and, naturally, larger openings where driveways and road approaches are encountered. McClure feels that the curb should be placed from the intersection of Cedar Oak Drive to the northerly end of the park with an additional short section at the south end of the park.

Victor D. Wolfe
Location Engineer

RECEIVED
FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attachment

VDW:mc

cc E. S. Hunter

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

408 State Highway Building

January 4, 1973

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS — JOHN R. McGULLOCH
JAMES P. CRONAN, JR. — FRANK C. McKINNEY
QUINTIN B. ESTELL — EARL H. PRESTON
LAWRENCE J. HALL — R. KEN ROBERTS
LESLIE B. HAMPTON — JIM G. RUSSELL
ROBERT A. HOLLAND — JAMES A. SANDERSON
DONALD J. HOWE — JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

V. D. Wolfe
Location Engineer
Oregon Highway Division
Salem, Oregon 97310

Attention: Jim McClure

Re: Two-way Bike Path - Oswego Highway - West Linn

Dear Mr. McClure:

You have requested my opinion respecting the legality of establishing a two-way bike path on the west shoulder area of the Oswego Highway, northerly of West Linn, delineated from the main travelled way by the use of "dagmars" on 15-foot centers.

ORS 483.034 provides that every person riding a bicycle upon a roadway is subject to motor vehicle traffic regulations.

ORS 483.302 provides the driver of a vehicle shall drive on the right side of the highway, with certain exceptions listed therein, but not herein applicable.

The Oregon Attorney General, in Opinion #6859 (1971) has ruled that the roadway is that portion of a street or highway on which vehicles actually travel, including the adjacent shoulder area which vehicles use for temporary and emergency travel.

It is my opinion the establishment of a two-way bike path on the shoulders of existing highways could be legally effectuated if a physical barrier was erected, separating the path from the existing roadway, preventing its use by motor vehicles.

Lacking a physical barrier, the shoulder area could still be utilized by motor vehicles for temporary or emergency travel. Additionally, the

RECEIVED
JAN 4 1973
LOCATION
SECTION

bicyclist riding against traffic could inadvertently cross into the adjacent motorist's lane to his danger, not to mention violating the provisions of ORS 483.302, supra.

Besides being an invitation to bicyclist to violate traffic regulations, the State, under the tort claims act, could become enmeshed in suits for damages for injuries that may be sustained by bicyclist who collides with passing motorists.

To be legally without fault, it is my opinion physical barriers should be erected in such instances.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

8-24

4-19-74

PREFIX: 3-1473 Group 8

LOCATION PROSPECTUS
MARY S. YOUNG PARK-BOLTON SCHOOL (WEST LINN) BIKEWAY
OSWEGO HIGHWAY
CLACKAMAS COUNTY

ROUTE: Bikeway adjacent to Oswego Highway. State Primary No. 3.

TERMINI: The westerly terminus is at the Mary S. Young State Park (MP 9.4). The easterly terminus is at the Bolton School (MP 10.5).

LENGTH: 1.1 miles

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for construction of a bikeway adjacent to the Oswego Highway. Soils investigations will be conducted. Drainage problems are not anticipated. The project lies within the city limits of West Linn.

STANDARDS: Class II Bikeway.

TYPICAL SECTION: 8-foot bikeway with 1-1/2-foot utility strip.

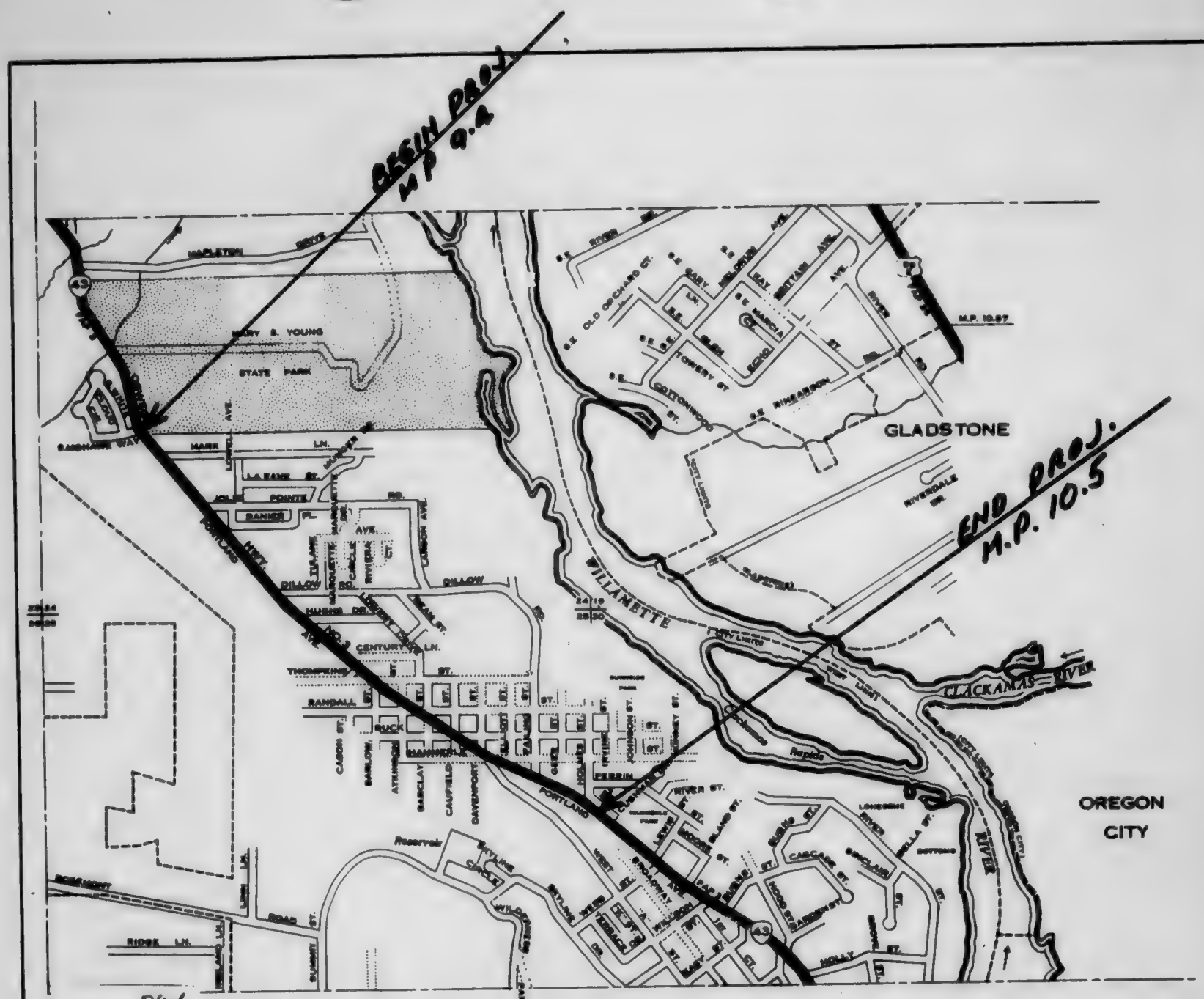
MATERIAL: Commercial sources.

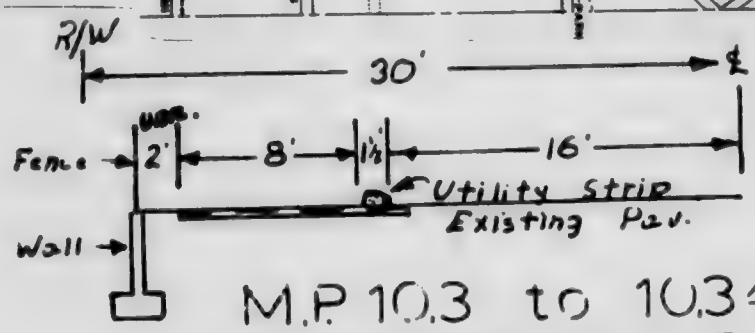
Attach
April 19, 1974

NOTED
E. S. HUNTER

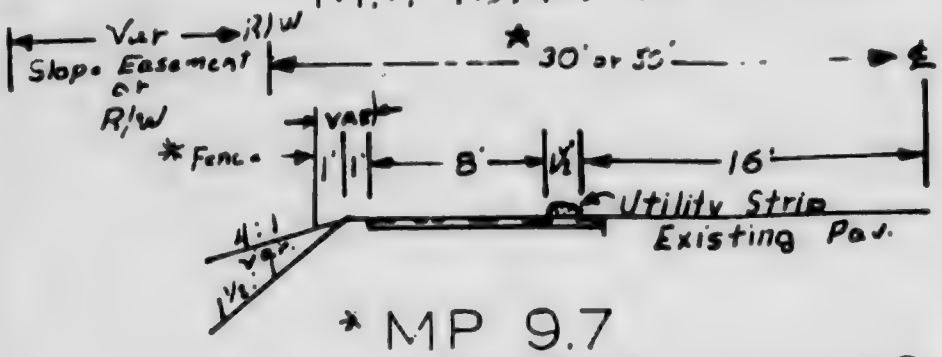
cc:
E.L. Hardt (3)
R.L. Schroeder
E.S. Hunter
W.J. Hart (3)
D.H. Moehring
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
A.D. Olson
R.P. Wellbrock
R.E. Royer
F.E. Terpin
A.E. Johnson
J.B. Boyd (3)
L.E. George
C.T. Keasey
J.H. Versteeg
L.W. Rulien
R.N. Chase
B.L. Gifford
R.E. Olson
J.A. Rowland
C.G. Swenson
F.W. Yarbrough (2)

RECEIVED
APR 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER





M.P 10.3 to 10.34
M.P 10.46 to 10.52



* MP 9.7
* MP 1038 to 10.46

CLASS II BIKEWAY

PROSPECTUS MAP

MARY S. YOUNG PARK-BOLTON SCHOOL

OSWEGO BIKEWAY

WEST LINN

CLACKAMAS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,650

Scale in Feet

Revised September 1980

8524

15

April 1, 1974

Mrs. Charles Geldaker, Chairman
West Linn Bike Path Committee
18525 Trillium Way
West Linn, Oregon 97068

Dear Mrs. Geldaker:

Upon receiving your letter of January 10, 1974 I requested our Location Section to make an all-inclusive study of the drainage control project on the Oswego Highway to determine the feasibility of extending the bikeway from the park along the lines of your Committee's suggestions.

A combination drainage and bikeway project, such as you suggest, is beyond the scope of our Maintenance Section's minor betterment program. Mr. Woodward, District Engineer in your area, has indicated that the drainage control project would be completed this summer.

Our reconnaissance study shows an estimated cost of $126,000 to extend a curb-separated bikeway along the easterly side of the Oswego Highway to Bolton School. In view of this estimate, before a decision regarding the construction of this facility could be made, a complete location survey is warranted to determine an accurate cost estimate and the effect of necessary right of way acquisitions on the abutting properties.

In respect to the usage of the existing bikeway and the proximity of the school and city park to this bikeway, it appears that there is a justifiable need for the bikeway extension recommended by your Committee. Upon completion of our detailed study, we will evaluate and hopefully, be able to justify the construction of this proposed bike lane. We probably will take our findings to the newly appointed Advisory Committee on Bicycles to get their reaction prior to any recommendation to the Transportation Commission.

I would wish to close by indicating that we have been very pleased with the cooperation we have been having from your Committee as well as many others throughout the State. I am certain that this type of public involvement will result in the establishment of a useful bikeway system.

Attached is a photograph which indicates one possibility for developing a bike path. This is not a final plan as it will be refined to better fit actual need as we gather additional field information.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

JDM/VDW:mc/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
Harry Woodward

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 19, 1974

To: Victor D. Wolfe
Location Engineer

SUBJECT: Bikeway Extension
Mary S. Young State Park-
Bolton School
Oswego Highway
Clackamas County

I have reviewed the attached reconnaissance report on extending the existing bikeway along the front of Mary S. Young Park from its terminus southerly 1.1 mile to Bolton School and the city park, with cost estimated at $126,000. I would recommend constructing the extension for the following reasons:

1. A bikeway in this area would help to eliminate a dangerous section of highway now being traversed by cyclists encouraged by the termini of the separated bikeway along the State park.

2. Many students now walk along this section of highway to Bolton School which potentially is hazardous both to school children and to motorists, due to the existing narrow highway shoulders.

3. A bikeway would remove cyclists and pedestrians from the travel lanes and existing narrow shoulders, thus increasing the highway's level of service.

I feel we should proceed with a field location survey for the bikeway, based on the reconnaissance report. Possibly a combination overlay and bikeway project should be considered, similar to the Farmington Road project. This would result in a project beneficial to highway users, pedestrians and cyclists.

I discussed the drainage project with Harry Woodward; he indicated that the storm sewer along the west side of the highway is scheduled for construction this summer. He also felt that an overlay project would be beneficial; however, he has no overlays scheduled for this highway in the near future.

James D. McClure
Bicycle Route Engineer

JDM:mc

cc E. S. Hunter

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1974

SUBJECT: Reconnaissance Estimate
Mary S. Young Park-Bolton
School Bikeway Proposal
Oswego Highway
Clackamas County

To:

Mr. Victor D. Wolfe
Location Engineer

The cost of constructing a two-way Type II bikeway along the easterly side of the Oswego Highway between Mary S. Young Park and Bolton School is estimated at $126,000. This estimate along with limited basic data is indicated on the accompanying mosaic that shows the general location of the proposal.

A bituminous pavement of 4-inch thickness for the illustrated typicals is the assumed base design for quantity computations. A quantity summary with costs is included herewith. Right of way costs are not included in the estimate; however, it is anticipated that slope easements would be required through the major portion of the proposal. Retaining walls contemplated adjacent to Bolton School and near Falling Street would probably require construction easements. It is believed that the minimum sections indicated can be achieved without conflict with adjacent major improvements.

Interruption of the bikeway gradient may be necessary at a number of the side road accesses. Many of the streets intersect the Oswego Highway rather abruptly from the lower level, with poor sight and stopping conditions. Improving these to provide uniform widening thereby would require increased construction and right of way costs.

It is recognized that maintenance forces are making improvements to drainage facilities along the west side of the highway within the termini of the proposal. In some areas meager width increases will be obtained for the southbound travel lane through

substitution of sewers for ditches. This widening is insignificant and serves best as needed clearance for the southbound lane. Costs would not be materially reduced by shifting the highway centerline westerly in an effort to utilize these areas for bikeway purposes. If the centerline is shifted, an overlay of the highway would probably be necessary to provide reasonable smoothness and effect small alignment and runoff alterations.

Overlaying the highway surface is not considered in the subject estimate; however, such action would result in more esthetically pleasant blending of the facilities and improved rideability on the highway. A 2-inch asphalt concrete overlay would raise the cost about $65,000.

The level of service on the Oswego Highway in the area of the subject proposal is approaching unstable flow at the posted speed of 35 mph. When the highway is improved, it appears logical to assume that the widening would, for the most part, be concentric to its present centerline.

W.N. Hackleman
Reconnaissance Engineer

WNH:jp
Attach
cc: E.S. Hunter

1-23

18525 Trillium Way
West Linn, Oregon 97068
January 10, 1974

Mr. E. S. Hunter
Assist State Highway Eng.
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter,

Since the State Highway still plans to do a "drainage control project" on #43 in West Linn, putting in cement culverts in the open ditches south of Mary S. Young Park on the west side, and then asphalting over this, the Mayor's Bike Path Committee in West Linn is most concerned that a plan be ready to be developed after the culverts are in. We have been told that this project is still to be done before the end of this fiscal year.

Our committee would like to make a recommendation that a bike-walk path be included. This path could be a 2-way path located on the east side of the highway, extending south from Mary S. Young Park to Buck St. if this is at all possible. This path would make it a safe back exit down to the Bolton School. It would also cut down crossing over and back on the highway so many times. The east side also has the largest population by far. If this 2-way path would be done, we would hope that the highier curbing be used, such as the curb used on the 2-way path just north of the park.

We understand the plan is to put the cement culverts in, up to where the sidewalk begins on the north end of #43. Just south of where the sidewalks end, there is a terrible drainage problem that extends about the entire block on the west side. When it rains, both the west side of the highway and sidewalk, flood--leaving no where for walking or biking. This is also a problem to the motorist if there has been much rain at all! This becomes an even worse mess when we have freezing weather. Since the "drainage control project" would be conducted just north of this area, is there a possibility this drain problem could be corrected at the same time?

We would appreciate any information that you might be able to give us regarding both the bike path plans, and the drain problem.

Thank you very much.

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JAN 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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Sincerely,
Mrs. Charles Geldaker
Mrs. Charles Geldaker,
Chairman, W.L. Bike Path Committee

8524

October 29, 1973

Mr. Clifford L. Sanders
City Administrator
City of West Linn
City Hall
West Linn, Oregon 97068

Dear Mr. Sanders:

This is in reply to your October 8, 1973 letter supporting the recommendations made by Mrs. Carol Goldaker in reference to the bicycle lane along the Oswego Highway.

Attached are copies of our letters to Representative Ralph Groener and Mrs. Geldaker indicating that we are constructing a test section along this highway to evaluate the use of a raised delineator separating the bicycle lane from the motorist.

It is our intention to evaluate the results of this construction over a period of time. We would certainly appreciate any comments you might have in respect to this test installation.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Attachments

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rullen w/att.

October 3, 1973

The Honorable Ralph Groener
State Representative
210 Elmar
Oregon City, OR 97045

Dear Mr. Groener:

The question of motor vehicles using bike lanes to pass other vehicles on the righthand side is a somewhat difficult problem, particularly on narrow roads contained on narrow right-of-way.

From your recent letter, I know you realize motor vehicles need to make use of the bike lane for emergency purposes and during peak hour periods will need to use the bike lane for passing other vehicles making a left turn.

Your suggestion for a test program involving construction of a low, mountable asphaltic concrete curb to delineate the bike lane certainly has merit. I have discussed this with Larry Fulton, our Regional Engineer, and he will select a substantial section along OR43 for a test installation. I would expect that the work can be completed within the next two weeks, which will allow some time to observe its operation before the winter rains begin.

We would appreciate any comments you may have after the test installation is complete.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

City of West Linn

CITY HALL
WEST LINN OREGON
97068
PHONE 656-4261

October 8, 1973

Mr. Fred B. Klaboe
Administrator of Highways
State Highway Building
Salem, Or 97310

Dear Mr. Klaboe:

I am enclosing herewith a copy of a letter from Mrs. Carol Geldaker, Chairwoman of the West Linn Bike Committee.

At the regular Council meeting of September 12, 1973, the Common Council concurred in the recommendations made by Mrs. Geldaker and instructed me to inform you that the City of West Linn urges your agency to take such actions as may be required to implement these suggestions.

Sincerely,

Clifford L. Sanders
City Administrator

CLS:rjs
Enclosure

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ASSISTANT STATE HIGHWAY ENGINEER

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cy Johnson

8524

October 29, 1973

Mrs. Carol Geldaker
West Linn Bike Committee
18525 Trillium Way
West Linn, Oregon 97068

Dear Mrs. Geldaker:

Thank you for your recent letters representing the thoughts and suggestions of your committee relating to the bike lanes along the Oswego Highway.

As mentioned in your note, Representative Groener in support of your recommendations, has contacted us suggesting that we consider establishing an experimental test program consisting of the installation of a mountable asphaltic concrete curbing to further delineate the widened shoulder bike lanes. Mr. Larry Rulien, our Region Engineer, has selected a substantial section along the Oswego Highway in your area for this test installation.

Construction establishing the experimental section is complete. We will make continual observations on this installation prior to winter setting in and throughout the winter before making an evaluation on its success or failure.

We would appreciate any comments your committee may have on the effectiveness of the test installation.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

JDM:jp jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. W. Rulien

18525 Trillium Way
West Linn, Or 97068
September 12, 1973

Mr. Fred B. Klaboe
Administrator of Highways
2 18-B State Highway Bldg.
Salem, Or 97310

Dear Mr. Klaboe:

After receiving your comments of August 28th regarding our concern for safe biking and walking on Highway 43, our Bike Path Committee met to discuss your reply. Following much discussion and thought, we are asking again that a physical barrier be installed. We ask that the State Highway Dept. use our lanes as an experimental strip and we would work with you in feeding back information on how it is working.

We herewith submit reasons to substantiate our decision:

1. Our community has already been involved with a "signing" program and we felt at the time it was drawn up, the strength would only come through a state-wide program. From November 1972 - August 1973, the local police have given out fifty-nine citations in regard to the bike lanes and their use. Most surprising, the majority of those cited were local residents. By witnessing the daily acts contrary to our local law, perhaps something stronger is needed for this two-lane highway. I don't think it would be the problem it is, if four lanes existed, but they don't. Our feeling is the signs you intend to install will open the highway to be treated as a four-lane road! The "right-of-way" people are going to lose out in more ways than one! Then, are the monies claimed for creating safe areas for biking being properly used?

   Just an additional comment concerning signs -- at present there are twenty-six highway instruction signs, thirty-five bike instruction signs, besides twenty-one street signs, and nine institution or business signs from Laurel Avenue to the beginning of Mary Young Park where the path becomes completely separated. That is a bit of reading -- besides keeping track of traffic! This does include both east and west sides of the road.

2. We understand the paved shoulders are not built as strong as the regular highway. If the cars and trucks use these lanes in increasing amounts, how safe will they soon be for anyone? Again we lose out!

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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3. Another situation occurred just recently to point out the need for the physical separation. The highway crew had just painted the lines on Highway 43 and everything was nice and clean. A few hours later a gravel truck used the bike lane just south of Lake Oswego so people could pass him. He apparently did not realize his tail gate was improperly closed and dumped gravel all along the bike lane up until just before he reached Marylhurst College. This was such a mess no bike could possibly use the lanes for about four days. We realize the cleaning of these lanes is expensive, and so we were just as unhappy as the highway dept. concerning the mess.

In talking to the local police department concerning their reactions to curbing of some type along the road, they were most concerned if there would be room for emergency pull over.

We know there are many things about the bike lanes which may have to be learned by experience because no state has gone before us. Our community asks that we be considered for a test strip for a try with some physical separation.

We await a reply from you on your additional consideration of this problem.

Sincerely,

Carol Geldaker

(Mrs.) Carol Geldaker
West Linn Bike Committee

8524

August 28, 1973

Mrs. Charles Geldaker
West Linn Bike Path Committee
18525 Trillium Way
West Linn, OR 97068

Dear Mrs. Geldaker:

This is in response to your letter of July 27 expressing your Committee's concerns about automobiles passing on shoulders where bicycle lanes have been designated, with particular reference to the Oswego-West Linn Highway.

We realize that bike lanes on highway shoulders which are separated by paint stripes only have certain problems associated with this shared-use concept. HB2644 passed by the last Legislature does give the cyclist the right-of-way over the motorist on the bicycle lane but as you point out, it is still legal for the motorist to pass in the bike lanes. A copy of the bill is enclosed.

Our engineering staff is developing appropriate signing to advise the motorist that bikes have the right-of-way. We hope to have these installed shortly after October 5, 1973, when the attached law becomes effective.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe
L. W. Rollen

JDM:jp/ESH: dpy

18525 Trillium Way
West Linn, Oregon 97068
July 28, 1973

Mr. Fred B. Klaboe
Oregon State Highway Engineer
2 18-B State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe,

Our Bike Path Committee of West Linn is wondering if you or some of your people could help us out concerning highway #43. Many people in this area worked hard to try to get legislation passed to make it illegal for cars to use bike lanes for passing lanes. So as it turns out, HB 2644 says <u>it is legal</u> to pass in the bike lane! They said the biker or walker has the right-a-way, but if they get hit, they many not be around to contest their rights. If this is the way the law reads, we have got to come up with something to help protect the people who are walking or biking on the bike lanes! Many parents are letting their young people use those lanes--thinking their young people are safe. This is really a false security situation now with the new law.

I will share an example of what I saw just yesterday. I was waiting to get on the highway, and down the bike lane drives a truck --allowing all the motorists to pass him. The motorists thought he was great. He was still doing this two blocks later. This has been a problem all along, but we thought if there was a State law to block the problem, perhaps we could get most of the people to change their ways! Now we really have a mess!

If a study is needed, we hope it could be implimented as soon as possible, conclusions reached and something done very soon. Our particular area is used just as heavily by walkers as by bikers. I realize your counters do not catch the walkers.

I wish I could share a solution as we see it. The only think that comes to us is--perhaps run the bike lane only on the east side, give the cars some shoulder, and then could some type of rounded curbing be put down--so that it just wouldn't be as handy for the motorist to decide to use the area. This curbing could be low enough so the mailman could carefully drive over--or move the mailboxes out by the bump and set them so they wouldn't be pumped into by the walkers and bikers.

I feel we have a responsibility to the people. We've got to come up with something soon, because we now understand that our local ordinance is not legal on a State highway. Our local people felt that there was that margin of protection locally, and now that can't even be provided.

We would appreciate your comments concerning this problem.

Thank you very much.

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JUL 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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Sincerely,

Mrs. Charles Geldaker

Mrs. Charles Geldaker,
Chair. West Linn Bike Path
Committee

8524

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FORM S-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1972

SUBJECT: Oswego Highway Bike Route
South City Limits of Oswego - Mary S. Young Park

To: Mr. Victor D. Wolfe
Location Engineer

The subject bike route has recently been completed under the 1971-72 Maintenance program to the north park boundary only. A separate two-lane facility along the park will be completed later.

This bike route is of the widened shoulder type, providing one-way facilities on each side of the highway. Paving and general workmanship of the route appears to be satisfactory. The route is delineated by a 12-inch white line and designated as a bikeway by use of the standard "Bike Route" signs as shown on the attached sketch.

Mrs. Geldaker, Chairman of the West Linn Bicycle Committee, made the following comments to me regarding this bike route. She had noted children riding between the shoulder stripe and the 12-inch white line. Children traveling in either direction on the one-way routes. Cars pulling out from side streets and stopping in the bike route. She questioned the lack of signs or street stencils to warn motorists of the bike route, and the perpetual problem of gravel on the route.

I have discussed the use of the "Bike Route" stencils on the pavement with Mr. Rulien and I feel something more meaningful to the motorist should be used. He agreed not to paint the stencils until a decision is made.

In my opinion the "Bikes Only" stencil would be the most effective. This message conveys the fact that not only are bikes expected along the bikeway route but that they are the only through traffic allowed on the bikeway. This message has been objectionable from an enforcement standpoint, therefore I would recommend the use of a "Bike Lane" stencil conveying a similar message.

RECEIVED
JUN 27 1972
LOCATION SECTION

NOTED
E. S. HUNTER

6-26-72
Change to "Bike Lane"
approved.
ESH

BP 932478-794

In view of Mrs. Geldaker's comments and my own visual inspection of the bike route, I am making the following recommendations:

1. "BIKE LANE" stencil with a 7-foot arrow indicating direction of travel following each street intersection.

2. "WATCH FOR BIKES" signs placed along the route at approximately one-third-mile intervals to serve as a warning to the motorist of bike traffic.

3. Painted stop bars on approach streets.

4. "BIKE XING" signs used on cross streets that carry an average volume of traffic.

5. "BEGIN" and "END" bike route signs indicating the termini of the routes.

6. General cleanup of the route to cut down on areas that create gravels on the bike route.

These recommendations are shown on the attached sketch.

James D. McClure
Office Locating Engineer

JDM:jp
cc: L.W. Rulien
E. S. Hunter

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8524

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1972

orig. Bikeway W. Linn

To: Memo to the File

SUBJECT: Mary S. Young State Park - West Linn

On June 9, Frank Stiles and I met by appointment with Mayor Donald McIntosh and City Manager, Cliff Sanders at the City Hall in West Linn to discuss the proposal by local groups to locate a bicycle path through the center of Mary S. Young State Park.

We looked at all the areas involved and discussed the matter thoroughly. Our agency's position as expressed to the Mayor was as follows: we were anxious to cooperate with the local people in as much as Mary Young Park would be a part of that community. We wanted to be good neighbors. We were already in the process of developing an attractive recreational type bicycle trail across the front on west end of Mary Young Park, which would hopefully provide safe access for youngsters and others seeking to go north or south to school, etc.; however, we were concerned about the necessity for the additional trail to the middle of the park considering its cost to us and the potential management problems resulting from multiple entrances to the park. I stated that we would be willing to undertake such a trail if the City really wanted it and so long as they understood all the facts involved and could still justify in their own minds the development of parallel bicycle paths through the State Park, but a short distance apart from each other.

The Mayor and City Manager agreed that they could not logically request such a trail at this time, and agreed to the suggestion that we wait and see what the use was of the path now under construction. If it was found to do the job, then there would be no need to build the other trail. If, on the other hand, an additional trail was found to be justified, as a result of the experience, we could then take up the matter at that time.

David G. Talbot
State Parks Superintendent

NOTED
F. B. KLABOE

DGT:kw

SP 52475-734

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RECEIVED
JUN 27 1972
FOR FILING

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1972

SUBJECT: Bicycle Routes
West Linn to Lake Oswego
Mary S. Young Park Area

To: MEMO TO THE FILES

On April 4 Dave Talbot, Larry Jacobson and I met with Mr. Gregory, Principal, Cedaroak Park School; Mrs. Carol Geldaker, Chairman, West Linn Bicycle Committee; Mrs. Mary Goodall, Chairman, Lake Oswego Bicycle Committee, and interested members from each group. Also present were Ron Russell, Lake Oswego Director of Parks, and Elaine Yandle, Recreation Program Coordinator.

We looked over various streets that could be used for bicycle routes on the north side of Mary S. Young Park. The main concern was to establish a bike route connecting the two schools, Cedaroak Park School (grades 1 through 4) which lies northerly of the park and Bolton School (grades 5 through 8) which lies southerly of the park and on Highway 43. It was the general feeling that the most usable route would be along Highway 43.

I was unable to attend a dinner meeting held at West Linn to discuss the various routes. At this meeting the group decided a route was still needed through the park as well as a route along Highway 43. Mr. Talbot asked both groups to send us an official communication from their respective cities. This was agreeable to the bicycle people. (See Mr. Talbot's April 13 memo which is attached.)

Also attached is a copy of a questionnaire that Mrs. Geldaker sent which indicates the need for a route along Highway 43 for use by students and commuters, together with a letter to Mr. Talbot expressing a desired route through the park.

I have talked with Mrs. Geldaker and she definitely feels a route along Highway 43 from the park to Bolton School is needed because this is the only through street or highway in the area.

NOTED
E. S. HUNTER

The route through the park would be connected to River Road on the north, the south side will require an easement from the park to Mark Lane, then on street sections that would only require signing and some minor paving the City could possibly handle. Mrs. Geldaker stated that an official request from the City would be sent to Mr. Talbot as soon as an exact recreational route is established.

On the attached map I have indicated the routes proposed by the bicycle groups and the location of the schools.

I recommend that we study the possibility of extending the route along Highway 43 to the Bolton School and the adjacent park. Let Mr. Talbot work out the routing through the park as soon as an official request is submitted.

James D. McClure
Office Locating Engineer

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JDM:jp
Attach
cc: E. S. Hunter
V. D. Wolfe
Dave Talbot

1524

RECEIVED
JUN 19 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1972

To: Mr. Larry W. Bolien
Region Engineer
Post Office Box 02157
Portland, Oregon

SUBJECT: Bike Route Extension
Mary S. Young Park to Bolton School
Oswego Highway, Clackamas County

through the park
see Bikeways
(W. Linn)

In reviewing Mr. Don Adams' memo to the files dated June 5 along with previous correspondence and contacts, it is apparent that our bicycle route along the Oswego Highway in West Linn should be extended from its present terminus at Mary S. Young Park southerly along the Oswego Highway to Bolton School and the park area. Our route stops where construction becomes difficult and the most danger to bicyclists exists.

Please make a cursory inspection of this area as to the feasibility of providing this route extension along the Oswego Highway and recommend methods of construction. The bikeway along Mary S. Young Park is a two-way facility; therefore, if possible, the extension should be two-way to avoid another highway crossing of the bicycle route.

In his memo, Mr. Adams requested a copy of our statewide and regional plans for bicycle routes. Enclosed are two copies each of suggested study routes and current routes.

Victor D. Wolfe
Location Engineer

By James D. McClure

James D. McClure
Office Locating Engineer

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Enclos.
JDM:jp
cc: E. S. Hunter

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 5, 1972

To: Memo to Files

SUBJECT: West Linn Bike Route
Oswego Highway #3

On the evening of May 31st a meeting held by the West Linn Bicycle Path Committee was attended by the Mayor, Don MacIntosh; the City Engineer, Cris Sanders; Clackamas County Engineer, John McIntyre; Dave Patterson from the Clackamas County Planning Commission; a representative of CRAG; a representative of the City of Lake Oswego Planning Office; and the writer.

West Linn is attempting to establish more or less parallel bicycle routes, one on Oswego Highway and one a recreational route along the general lines of River Road through the Mary S. Young Park and over other city streets. They have tied things together with the City of Lake Oswego and their plans now call for the recreational route to begin in Rogers Park in the city of Lake Oswego, cross the foot bridge over Succor Creek and go south from there via River Road, Mary S. Young Park and various city streets to the Bolton High School area. From there it will connect to other parks and find its way into the Willamette district of West Linn. The State is involved in this route where it crosses Mary S. Young Park and where it will be used to connect the State route on the Oswego Highway to the City of Lake Oswego via the Succor Creek foot bridge. West Linn is now in the process of drafting a letter to the Highway Commission to gain access through the park at a point generally midway between the highway and the Willamette River.

There will apparently be no problem in routing the bike traffic at the northerly end of the bike path on the Oswego Highway via Glenmorrie Road, River Road and the existing foot bridge over Succor Creek. The City is expressing considerable concern regarding the southern terminus of the existing bike path. They wish us to persue, at the earliest possible date, extension from Mark Lane south to about Dillow Road. I identified the problems which we face in extending the bike path through this very narrow section. They recognized the difficulties, however their greatest concern was the young bicyclists who refuse to use a devious hilly route over city streets in lieu of the direct route offered by the Oswego Highway, even though this route is narrow and hazardous.

I believe their point is well taken and regardless of signs and other methods used to direct bicycle traffic over city streets, many cyclists will continue to use the highway route.

Memo to File
6/5/72
Bike Route Hwy.#3

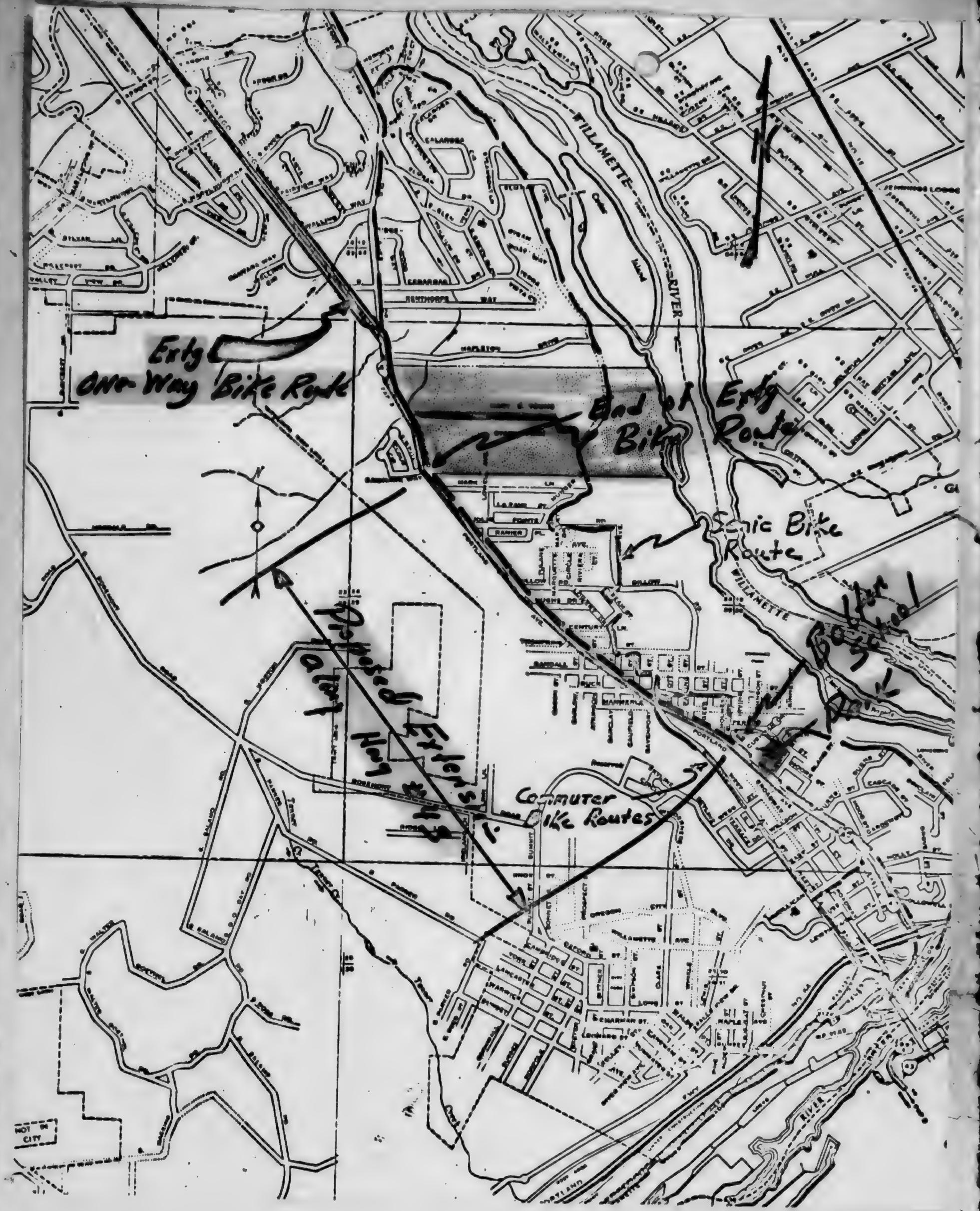
page 2

Points were brought up regarding planning of future bike paths and at this point the District office at Milwaukie is less knowledgeable regarding State proposals than many of the other public agencys.

D. R. Adams
District Engineer

DRA:ebg

cc: L. W. Rulien
David Talbot
Frank Stiles
James McClure - Please send copy of statewide & regional-wide bike routes.


Ertg
One-Way Bike Route
End of Ertg
Bike Route
Scenic Bike
Route
Commuter
Bike Routes
WILLAMETTE RIVER
WILLAMETTE
RIVER

1524

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 27, 1972

Rep. Jim Henderson
2102 SW Country Club Road
Lake Oswego, Oregon 97034

Dear Representative Henderson:

I am sorry that our schedules have conflicted so that I have not been personally able to discuss with you the proposed dedication of a bicycle path in Mary S. Young Park, however, as your May 21 deadline is fast approaching I am forwarding this letter to explain our position on bicycle path dedications.

During the current political campaign, the request for dedication ceremonies involving Highway Division activities has become so great that we have had to adopt a policy which says that we cannot participate if any. If the people in a certain area desire to arrange a dedication ceremony on their own involving a highway project, we will have no objection so long as we know about it and Highway Division personnel are not involved.

Specifically regarding the Mary S. Young State Park bike trail, I am informed that it will be much later this year before that trail is ready. There is, however, another trail near the park which our Maintenance personnel are building. It is a touch and go situation whether this trail will be ready before June. If the weather holds and supplies are available, there is a possibility it could be ready sometime during the week of May 15. If the path is finished on time and you desire to conduct dedication ceremonies of your own, we would have no objections.

The District Engineer for the area is Don Adams and his phone number is 654-7741, extension 269. You might check with him concerning the progress on the trail.

NOTED
F. P. KLABOE

I hope I have answered your question concerning the dedication ceremony policy of the Highway Division. If I can be of any further assistance, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
Gary L. Sund
Public Affairs Director

GLS:ob
cc - George M. Baldwin, Tom Edwards

8524

RECEIVED
APR 18 1972
FOR FILING

April 18, 1972

Mr. Clyde K. Wenrick
Principal, Bolton School
5933 N. E. Holmes
West Linn, Oregon 97068

copy Bikeway W. Linn

411

Dear Mr. Wenrick:

This is in reply to your March 29 letter concerning bicycle routes along Highway 43 in the area of Mary S. Young State Park and West Linn.

On April 5, Mr. Dave Talbot, State Parks Superintendent, and Mr. James D. McClure, Bicycle Route Engineer, met with representatives of Oswego and West Linn bicycle groups to discuss their bicycle trail programs and to have a better understanding of problems in your area. In working with the bicycle trail groups, hopefully an equitable route can be established between Bolton and Cedaroak Park Schools in coordination with the park and highway routes.

Consideration will be given to continuing the bicycle trail from Mary S. Young State Park to your school along Highway 43 in conjunction with the route now in progress.

We are deeply concerned with providing safe bicycle routes along state highways for student use.

Very Truly Yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JDM:jp cg
bc: George M. Baldwin
F. B. Klaboe
V. D. Wolfe
E. S. Hunter

Edwards
Alt 1E

WEST LINN PUBLIC SCHOOLS

DISTRICT No. 3

WEST LINN, OREGON

CHESTER L. TUNNELL, SUPERINTENDENT

March 29, 1972

Mr. George Baldwin
Highway Administration
Salem, Oregon 97300

Dear Mr. Baldwin:

With the availability of funds for bicycle paths, we are indeed interested in a safety zone being provided for the students to ride to and from school in nice weather. We understand that there is in the plans a bike path from Lake Oswego to the Mary Young Park on the "S" curve just north of the Bolton area. The most dangerous area for riding is from this park into the Bolton School area. We would encourage you to place a priority on continuing the present plans to include the path to the I 205 bridge area.

A second proposal is a route connecting the Cedaroak Park School and the Bolton school by a rear area path, traversing the Mary Young Park near the Willamette River and exiting at the Bolton School. This would certainly give many of our students a safe traveling path between schools.

We are interested in assisting in any manner to get a safe route for our students. With the opening of a portion of I 205, the traffic is greatly increased and we can predict that even greater use of the West Linn - Lake Oswego highway will be made in the immediate future.

Thanks for your attention in this matter.

Sincerely,

Clyde K. Wenrick

Clyde K. Wenrick
Principal - Bolton School

CKW:ghj

FBK 2/10

RECEIVED
APR 4 1972
LOCATION SECTION

NOTED
J. D. McCLURE

RECEIVED
MAR 30 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

8524

RECEIVED
DEC 10 1971
FOR FILING

December 9, 1971

Mrs. Richard Kohnstamm
11476 S. W. Riverwood Road
Portland, OR 97219

Dear Mrs. Kohnstamm:

This is in reply to your letter of November 24 suggesting the need for a bike route along the Oswego Highway between Lake Oswego and Portland.

We recognize that the shoulders on this section of highway are not adequate for use as a bike route. The existing right-of-way is restricted in width, which precludes any shoulder widening work without acquisition of additional property.

The Highway Division is presently working on the development of a long-range statewide bike route plan. We are aware of the need for a bike route between Portland and Lake Oswego and consideration is being given to including it in the plan. Other governmental agencies are also involved in planning bike routes in this area, notably the Columbia Region Association of Governments (CRAG), the City of Portland, the City of Lake Oswego, and Multnomah and Clackamas Counties.

Your concern in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
A. E. JOHNSON

for F. B. Klaboe
Assistant State Highway Engineer

DES:mc ia

bc R. L. Porter
Tom Edwards
V. D. Wolfe

Nov. 29, 1971

Edwards

REFERRED TO Admin BY SECRETARY

Dear Sir,

I would like to suggest a site for a bicycle trail that I feel is much needed. The part of Hwy 43 that is called Riverside Drive, between Lake Oswego and Portland, has very narrow or nonexistant shoulders and is very dangerous for pedestrians and bike riders, but is used by both (bikes more than pedestrians). I rode my bike once from my house to the Reed College area, and was really terrified. Going to Lake

Oswego some people use the Terwilliger extension as an alternate route, but it's also dangerous as you get close to Oswego. The white line is partly in dirt, with only a ravine to jump into in an emergency. I hope that you're considered a bike trail on one of these routes. I'm anxious to see where your new and proposed trails are! If you have any information to send please do!

Sincerely,
Molly Kohnstamm

RECEIVED
NOV 29 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8524

RECEIVED
NOV 4 - 1971
FOR FILING

November 3, 1971

Ms. Jeannene Moore
5563 N. E. Sinclair
West Linn, OR 97068

Oswego

4522

Dear Ms. Moore:

Your letter of October 20 to Mr. Glenn Jackson concerned a proposed bikeway route north of West Linn.

The Oregon State Highway Division's Maintenance Section will be constructing bikeways on both sides of the Oswego Highway in the near future. The bikeways would extend from the south end of the Mary S. Young Park northerly.

From West Linn to the park, however, the present highway is too narrow for bikeways to be constructed within the existing right-of-way. Additional property would be required and since this area is rather highly developed, acquisition costs could be prohibitive. Although the Highway Division has no firm plans at present for bikeways between West Linn and the Mary S. Young Park, if they are considered at some future date your proposed routing plan will certainly be considered.

More detailed information concerning bikeways adjacent to the Oswego Highway can be obtained from our District Engineer, Mr. John Sheldrake, 9200 S. E. McLoughlin Boulevard, Milwaukie, phone 654-7741, extension 269.

Your concern in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
E. S. Hunter (enc.)
Victor D. Wolfe
Frank Hall (enc.)
R. N. Bothman "
John Sheldrake "

DES:mc ja

West Linn Bicycle
Path Committee
Appointed by the Mayor
October 20, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon
Attention: Mr. Glenn Jackson

Edwards

Re: Propcsed Bicycle Path through city of West Linn.

Dear Mr. Jackson:

We are concerned about the location and construction of the proposed bicycle path through West Linn along Highway #43 north to Lake Oswego.

We are offering the following plan for your consideration:

Begining at the area of the West Linn City Hall going north, that the bicycle path be on the right hand side (easterly) of Highway #43.

(1) Near I 205 bridge there are two sets of traffic lights, for possible crossing.
(2) The bike path being on the right hand side would have access to:
    (a) The West Linn Shopping Center.
    (b) The Bolton Grade School.
    (c) The Mary S. Young Park.
    (d) The Cedaroaks Park Grade School.

This lessens the necessity of bike riders crossing the highway at these conjested areas, particularly that of the Mary S. Young Park, where the speed limit is 45 mph.

This plan also has the added advantage of not conflicting with the pedestrian sidewalk whigh is spaced intermittently along the left hand side of Highway #43 going north.

We are anxious to know if you have and plans in process and would appreciate hearing from you.

If there are any questions concernin[illegible] our proposed location of the path we would be happy to supply a map showing this route.

Sincerely yours,
Jeannene Moore

Jeannene Moore
5563 N.E. Sinclair
West Linn, Oregon 97068

FBB
Answer direct

8524

RECEIVED
JUL 15 1971
FOR FILING

Bikeways

452p

July 15, 1971

Mr. Robert A. Miller
6767 Portland Avenue
West Linn, Oregon 97068

Dear Mr. Miller:

Your recent letter concerning bike trailways has been forwarded to me for reply.

We are analyzing several possibilities for the West Linn-Oregon City area. One is the old Portland Traction railroad right-of-way between Johnson Creek and Oregon City. It is our hope that we will be in a position to hold public hearings on this proposal in the near future.

& pf - Miller - Oswego hearings

Highway 43 is a difficult proposition. It is narrow and carries a great deal of automobile traffic. If you have any suggestions concerning this routing, I would be most happy to hear them.

Probably the best way that your group could assist in this effort would be by communicating your ideas concerning the need and your solutions to either the City or to us.

If I can be of further service, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Lloyd P. Shaw
E. S. Hunter
Victor D. Wolfe
L. H. Young

FBK:srb

June 24, 1971

NOTED
D. TALBOT

Mr. Porter: Director
Parks and Recreation
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

I have been asked as a member of a group of concerned West Linn citizens to write you in regards to bike trailways in the West Linn area.

As you know West Linn has a great need for a place for people to walk and bike because of the narrowness of our heavily traveled highway 43.

Could you possibly give us information as to: (1) what plans the state may have for providing bikeways and (2) what ways the interested citizens of this area should follow in achieving our goal of obtaining bike and foot trails.

Sincerely yours,

Robert A. Miller
6767 Portland Avenue
West Linn, Oregon 97068

8525 Pacific Hwy. E. at Chemawa Rd. approx. 1 mi. N. of Salem (Traffic signal install.) 1977

C.A 6.83 5-16-77

#8525

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

2 - 14 79

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
2-14-79	Bill Kappus, Area Engineer		HHS-26(7)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-22-77	11-14-77	66/60 = 110 %	60 CD
APPROVED EXTENSIONS	**LOCATION**		
None	At the intersection of Pacific Highway East and Chemawa Road in Salem, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. E. @ CHEMAWA RD. (SALEM)
PACIFIC HIGHWAY EAST
Traffic Signal Installation

This project provided for the installation of a five-phase traffic signal at this intersection. All materials were furnished by the Oregon State Highway Division.

Final project cost was $52,630.67 which was very close to the original estimate of $53,486.42.

A final inspection of the completed project was made on October 13, 1977.

All appropriate document have been received and the project is considered acceptable.

RECEIVED
STATE HWY ENGR
FEB 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
FEB 20 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer	
W. H. Kappus			G. K. Hossner		
TITLE: Area Engineer		DATE	TITLE: Field Operations Engineer		DATE: 2-20-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8525 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-8-78

FEDERAL AID PROJECT NO.
S 26(7)

STATE PROJECT NO.
See below

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
72506

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4-13-77	11-29-77	Primary 26 / Primary 1W

GENERAL LOCATION:

"Pacific Hwy. East at Chemawa Rd."

GENERAL DESCRIPTION OF WORK:

Replace existing strain pole and foundation with heavier guage pole and larger foundation at S.W. quadrant of Pacific Hwy.-Chemawa Rd. Int.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON A ~~XXXXXXX~~ PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 11-29-77 as requested in Mr. Keasey's letter of 3-1-78 and based on the data submitted, you are authorized to proceed with the use of State forces as being in the public interest, under State Force Order No. 4 at a total estimated cost not to exceed $2000.00 Federal funds $1800.00.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8525

8

November 18, 1977

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On November 15, 1977, we wrote to you concerning release of final payment on Contract No. 8525 awarded to Hamilton Electric, Inc. for traffic signal installation on the Pacific Highway East at Chemawa Road in Marion County.

Final payment on this contract is $500.78 and the total contract amount is $24,293.80 including $68.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hamilton Electric, Inc.
232 West 5th Ave.
Eugene, OR 97401

Smith & Crakes, Inc.
38 West 11th Ave.
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Shelcrake

8525

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. EAST at CHEMAWA ROAD		WEEK ENDING: July 23,1977
		SECTION PREFIX: 24-1019
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: Pacific Hwy. East at Chemawa Rd.	KIND OF WORK: Signal	
CONTRACTOR: Hamilton Electric	CONTRACT NUMBER: ~~8225~~ 8525	FEDERAL AID PROJECT NUMBER: HHS-26(7)
DATE OF CONTRACT: May 3,1977	DATE WORK STARTED: May 16,1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 66
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 110
PROJECT AUTHORIZATION: $ 53,486.42		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
EXCLUSIVE OF ENGINEERING: $ 48,806.38	ENGINEERING AUTHORIZATION $ 4,680.04	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 49,000.00	ENGINEERING COST TO DATE $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: OVERRUN ____ % UNDERRUN ____ %	PERCENT OF AUTHORIZATION 85 %	DATE PROJECT WAS COMPLETED: July 22,1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			SIGNAL ~~100%~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			100%				
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			~~95%~~ 100%				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: 1-Roller, 1-Pickup, 1-Van.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
JULY SUNDAY 17	Fair	61		
MONDAY 18	"	62		
TUESDAY 19	"	63		
WEDNESDAY 20	"	64		
THURSDAY 21	"	65		
FRIDAY 22	"	66		Project Completed.
SATURDAY 23	?	=		

Keasey, Bond, Jackmond, Hopkins, Johnsen, Inloes, Richtig, Eckhardt, Gunn, Berg, Church, Gebauer, Widmer

RECEIVED
JUL 26 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Placed junction box and repoured low spots in detector loop trenchs.
TUESDAY	Formed and poured concrete for ramps (sidewalk).
WEDNESDAY	Placed rock around pole bases and dressed areas.
THURSDAY	No activity.
FRIDAY	Patched shoulder of Chemawa Road that was broken off during trenching operation.
SATURDAY	

REMARKS

Project completed 7/22/77.

SIGNED K.D. Wolfe LOCATION Salem

K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP•F216

#8525

May 16, 1977

Marion County Board of Commissioners
Marion County Courthouse
Salem, OR 97301

Attention: Edwin F. Morgan
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6083

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the installation of traffic signals on the Pacific Highway East at Chemawa/Hazelgreen Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8525 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-13-77

FEDERAL AID PROJECT NO. HHS-26(7)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 72506

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-13-77	4-13-77	Primary 26	Primary 1W

GENERAL LOCATION:
"Pacific Hwy. East at Chemawa Rd."

GENERAL DESCRIPTION OF WORK:
Traffic signal (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Perm. pavement striping (SF) $ 200
State furnished signal $21,500

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4-11-77 letter, I concur that it is in the public interest to approve this project for a 2 week advertising period.

Mr. Rulien's 4-11-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $56,599 - Federal funds $52,559.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-77	D. K. Hansen	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8525

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 12, 1977

Salem, OR. 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Pacific Hwy. E. @ Chemawa Rd.
Pacific Highway East
Marion County, Oregon

NOTED
E. S. HUNTER

The subject proposal is being advanced as a high hazard elimination or modification project to be funded under Title II, Section 209 of the Highway Safety Act of 1973.

The purpose of the project is to install a five phase actuated traffic signal at the intersection of Chemawa Road and Pacific Highway East (MP 44.46).

Average daily traffic for 1975 on Pacific Highway East was 7,700 vehicles of all types north of the intersection and 10,700 just south of the intersection.

The project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a non-major action to be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
APR 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8525

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 11, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project HHS-26(7)
Pacific Hwy East At Chemawa Road

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Rulien's letter of March 28, I concur that it would be in the public interest to use State furnished traffic signal material at an estimated cost of $21,000 - Federal funds $18,900 on the subject project.

G. K. Hansen
for G. L. Green

cc:
L.W. Rulien
D.H. Moehring
L.E. George
J.W. Sheldrake, Reg. 2

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO Schneider
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8525 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-77

FEDERAL AID PROJECT NO.: HHS-26(7)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 72506

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-4-77	Primary 26	Primary 1W

GENERAL LOCATION:

"Pacific Highway East at Chemawa Road"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work TEC $1,800 - FF $1,620.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-23-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-2-2.

Also as requested in Mr. Rulien's 3-23-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-4-77	G. K. Gossner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8525

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 4, 1977

RECEIVED
STATE HWY ENGR
APR 5 '77
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

John A. Anderson
DIRECTOR OF PUBLIC WORKS
Marion County Courthouse
Salem, Oregon 97301

Subject: Hazelgreen Road Intersection
Pacific Highway East

Dear Mr. Anderson:

The pavement drop-off at Hazelgreen Road, which Traffic Engineer L. E. George wrote about March 24, 1977, has been eliminated by completion of the intersection paving. The drop-offs at Lancaster and Hayesville Drive Intersections should also be eliminated by the time you have received this letter.

The southbound deceleration lane at Hazelgreen Road mentioned in George's letter is included in our plan for this intersection. It will be completed before the project is finalized in the next two weeks or so depending on weather.

Thank you for the opportunity of bringing you up-to-date on these matters.

Sincerely,

ORIGINAL SIGNED BY
G. W. WIMER
Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

GWW/lea
cc: E. S. Hunter
L. E. George
Rick Kuehn
Ken Wolfe

RECEIVED
APR 5 1977
Office of
Assistant State Highway Engineer

8525

March 30, 1977

Marion County Board of Commissioners
County Courthouse
Salem, OR 97301

Gentlemen:

This is to advise you that we have recently applied for Federal Highway Administration approval to finance the traffic signal installation at ORE99E and Chemawa Road as a Title II, Section 209, High Hazard Project. It has a high enough cost/benefit ratio to be competitive statewide. We anticipate no problem in obtaining funding approval.

In order to complete the installation in the shortest time possible, the State will furnish the major components for this installation from its stockpile. The contract will involve minor, easily obtainable materials and will be primarily a labor contract.

Our contract specifications will have a completion time of 60 calendar workdays, instead of the 270 calendar workdays which would be necessary if the contractor were furnishing all material. The bid opening for this project is scheduled for April 28. By rearranging work priorities, we will be able to meet this date. Normally, the formal contract is awarded several days later, at which time the workday count starts.

Except for unexpected events, it is anticipated that the traffic signal will be in place and operating by the end of July.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. John A. Anderson, Director
Marion County Department of
Public Works

bc H. S. Coulter
R. L. Schroeder
L. E. George
John Sheldrake

LEG:ds/ESH:ja

8525

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

March 24, 1977

Mr. John A. Anderson
Director of Public Works
Marion County
Courthouse
Salem, OR 97301

NOTED
E. S. HUNTER

G41-H

Dear Mr. Anderson:

This will acknowledge your March 18 letter to Ed Hunter which forwarded letters and a petition requesting a traffic signal at ORE99E and Hazel Green Road north of Salem.

As you have been advised, unless we encounter a funding problem with the Federal Highway Administration, we hope to have the traffic signal installed at this location by mid-summer.

Mrs. Porter's complaint regarding lack of a deceleration lane and a drop-off of the pavement onto Hazel Green Road will be forwarded to our Regional Engineer, Mr. J. W. Sheldrake, for his investigation. He will take whatever action he finds appropriate.

Very truly yours,

L. E. George
Traffic Engineer

RDT:rw

bc: E. S. Hunter
R. L. Schroeder
J. W. Sheldrake - Please Handle

RECEIVED
STATE HWY ENGR
MAR 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy (enc.) - Versteeg
3-28-77

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

March 18, 1977

Mr. Ed S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Administration
129 Transportation Building
Salem, Oregon 97310

Dear Ed:

The Board of Commissioners received the attached letters and petitions for a traffic signal at 99E and Hazel Green Roads at a Board meeting on March 16, 1977.

I am forwarding these for your action. We responded at the meeting to Mr. & Mrs. Jake Dickinson, 3843 Hazel Green Road NE, and to Mr. & Mrs. George D. Porter, 5555 Hazel Green Road NE.

Chairman Harry Carson said he had assurances from your Traffic Engineering section that a signal would be installed as soon as possible, perhaps July 1, 1977.

In addition, Mrs. Porter complained that there was not a deceleration lane for right turn (Southbound) vehicles and that there was a"drop-off" of the main pavement onto Hazel Green Road.

Very truly yours,

John A. Anderson
Director of Public Works

JAA:lk

cc: Board of Commissioners

RECEIVED
MAR 23 1977
TRAFFIC ENGINEERING

RECEIVED
STATE HWY ENGR
MAR 22 '77
REFER TO
George
FOR
Info. | Invest. | R/D | D/R | Sign | Act. | File

Please reply.
cy Schroeder

March 15, 1977

Marion County Commissioners

Dear Sirs:

Salem Academy, as you know, is an interdenominational private school located in West Salem. We operate eight bus routes, one of which travels through north Salem on Portland Road crossing Hazel Green. We are concerned about the traffic hazard on this corner where it is our understanding a bus accident recently occurred.

With the widening of the Portland Road, we would like to strongly urge that a stop light with a left turn signal be installed and replace the flashing light that is now there. We feel that it is in the interest of the safety of our students as well as of other private vehicles that this be done.

We appreciate your willingness to consider this important matter.

Sincerely Yours,

Eugene J. Fadel

Eugene J. Fadel
Superintendent

EJF: ec

Salem Academy 350 COLLEGE DR., N.W. SALEM, OREGON 97304 TELEPHONE 378-1211

SALEM PUBLIC SCHOOLS

P. O. Box 87 • Salem, Oregon 97308
William M. Kendrick, Superintendent

TRANSPORTATION DEPARTMENT
998 Hawthorne Avenue NE
399-3108

March 15, 1977

TO: Marion County Board of Commissioners

SUBJECT: Electronic Traffic Control Signals at Intersection of Portland Road (99-E) and Hazel Green Road.

The solution to one problem too often is the cause of yet another problem, just as serious as the original one, thought solved. This was never more true as it applies to the recent widening of Portland Road N.E. because there now exists an extreme hazard for traffic moving off Hazel Green Road - especially for those vehicles moving all the way across Portland Road. The situation for cross-traffic was borderline in terms of safety when only two lanes had to be negotiated, but the new situation dramatically tips the scale towards very dangerous.

I have special concern for the six daily scheduled school buses that must cross Portland Road from Hazel Green Road and/or Chemawa Road. A school bus loaded with up to sixty students is a awkward and slow-moving vehicle under the best of circumstances. Starting from a dead stop, a school bus needs a gap of at least 500 feet in each direction to safely negotiate a crossing at this intersection, and too often weather conditions do not provide the bus driver this distance of visibility. The hazard is particularly emphasized in morning commuter traffic whenever fog prevails.

An electronic traffic control system is the only practical solution to the existing problem, and it should be of the highest priority. Without the system, the recent "improvement" of Portland Road is only half complete, and I strongly suspect a case of where the cure is more dangerous than the original problem.

Within the 220 square miles of our school district, I cannot think of another location where an electronic system can better be justified than at the above location. I fervently hope that you can immediately take steps to correct this situation without a casualty list to eventually document the need. Any list of priorities based upon past casualties is of little value in this case because, as I've stated earlier, the previous conditions were considerably safer than today's conditions. Therefore, you must judge this matter on it's potential - which is extremely dangerous.

D. Farrell

Don Farrell
Transportation Manager

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

We the registered voters, Parents and citizens who use the intersection of Hazelgreen - Chemawa road and Portland road N.E would like to Petition to show our concern with the hazardous traffic situation at the afore mentioned crossing. The cost in loss of life, accidents and property damage has been staggering in past and present years.

This problem has increased in scope since new road construction was performed, Added traffic flow from dwellings businesses and access from Keizer Silverton Brooks Salem and other outlying communities will only add to the problem in coming months.

We feel that a traffic control light would help alleviate this hazard. The safeguarding of life and limb would far outweigh the cost of installation.

So please consider this Petition a reasonable plea from all concerned parties who use this intersection.

Thankyou.

Sherry Hamper 4353 25th Ave #59 Salem, Oregon 97303

Warren Spitznagle 5870 Lake Labish Rd. N.E.

Melvin R. Casselman 5850 Lake Labish Rd. N.E. 97303

Richard Casselman 5850 Lake Labish Rd. N.E. 97303

Linda Lombard 5915 Lake Labish Rd NE 97303

W.L. Trefts 5945 Lake Labish N.E 97303

[illegible] Frick 5945 Lake Labish Rd. N.E. 97303

Rozella J Schroeder 5945 Lake Labish Rd N.E. 97303

Sandra Halonen 6030 Lake Labish Rd NE 97303

Gayle A. Mirau 6013 Lake Labish Rd. N.E. 97303

[illegible] 5740 Lake Labish Road

Richard Casselman 5850 Lake Labish Rd. N.E. 97303
Linda Lombard 5915 Lake Labish Rd NE 97303
W. L. Trivlo 5945 Lake Labish N.E 97303
V. Nelson Frick 5945 Lake Labish Rd. N.E. 97303
Rozella J Schroeder 5945 Lake Labish Rd N.E. 97303
Sandra Halvorsen 6030 Lake Labash Rd NE 97303
Gayle A. Mirau 6013 Lake Labish Rd. N.E. 97303
Mr and Mrs Ron Colyer 4740 Lake Labish Road

Delores E. Jones 6080 Lake Labish Rd NE
William P. Jones 6080 Lake Labish Rd N.E.
David Taylor 6190 Lake Labish Rd N.E.
Mr. Mrs Robert D. Taylor 6190 Lake Labish Rd N.E.
Mr & Mr Doran Handley 6210 Lake Labish Rd N.E.
Roxanne Harper 6220 Lake Labish Rd NE.
Anthony Jenkins 6245 Lake Labish Rd
Mr Mrs Alv. Davis 6255 Lake Labish Road N. E.
Mr & Mrs. Marvin Melton 6250 Lake Labish Rd NE.
Mr. & Mrs. Marvin D. Melton 6282 Lake Labish Rd., N E.
Mr & Mrs Don Schuda 6295 Lake Labish Rd NE. Salem Ore. 97303.
Carol Zackary 6310 Lake Labish Rd. NE Salem, Ore. 97303
Jon J. Sinclair 5915 Lake Labish Rd. NE. Salem, OR 97303
Carol Ann Wolf 4745 Ward Dr. NE Salem OR 97303
Debra S. Mancroft 4746 Ward Dr NE Salem OR 97303
Robert R. Palmer 4767 Poinsettia N.E. Salem, Ore. 97303
Russ Moore 3573 MEADOW LAWN LP SE Salem 97301
Brian Wood 724 Linda Ave N.E Salem ore 97303

Vicky Tennimon 4358 25th Ave NE
Salem, OR 97303

8525

DATE: March 18, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal
ORE99E at Chemawa Road-Hazelgreen Road

Traffic is now utilizing the newly constructed four-lane highway between Chemawa Road and Hayesville Interchange on the Pacific Highway East, north of Salem. An accident problem has developed at the Chemawa Road Intersection which promotes the recommendation that a traffic signal be installed.

In addition to meeting the Accident Experience Warrant, the intersection also meets the Minimum Vehicular Warrant and nearly meets the Interruption of Continuous Traffic Warrant.

The contract on this project is still open, but it has overrun in both time and money. It is recommended that a new contract be let for the construction of a signal and that it be funded with Federal High Hazard Funds. The estimated cost of the installation is $60,000. We would like to let this contract on the April 28 letting and would recommend that the Highway Division supply the critical materials so the signal can be installed as expeditiously as possible.

Your approval is recommended. This matter will be on the Consent Calendar for your April 19 meeting.

RDT:rah ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
J. W. Sheldrake
L. W. Rulien
George Bell
Max Klotz

4525

Statesman, Salem
3-11-77

NOTED
H. S. COULTER

Hazelgreen crossing called death trap

To The Oregon Statesman:

What has to happen before the State Highway Division wakes up and installs a traffic light at the intersection of Hiway 99E and Hazelgreen Road? This is a death trap created by our own State Highway Division.

You're looking at a 55-mile-an-hour highway with six lanes, two each way with two turn lanes down the middle, flowing full most of the time. Plus two lanes on each side flowing across this speedway. In no way can a driver safely drive this section of road.

When the people responsible for projects of this kind design highways it should be mandatory they finish their job by installing proper lights.

For those innocent (?) over-paid engineers of this project, here's one example you should have witnessed:

Last evening at 6 p.m. a man confused by all this jungle of traffic turned in front of an oncoming car. We witnessed a 2-year-old baby smashed between the seats, blood all over it, with her mother pinned in the front seat unconsious unable to help. The mother was in surgery from 6 p.m. to 11 p.m. only one of the few examples. I only hope the proper people read this and do somthing now.

1:00 p.m. Sunday — another accident same spot, not as much blood but lots of dollars auto damage.

JUNE DICKENSON
4843 Hazelgreen Rd.
Salem, Ore.

8525

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 28, 1976

Salem, Oregon

FILE: 24-1098

NOTED
H. S. COULTER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Traffic Signal Request
Chemawa Road Intersection
Pacific Highway East

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Traffic Investigator Tom Lancaster, Assistant Resident Engineer Bob Gettis, and I met with Mrs. Delphine Woods and her brother George Stupfel, Tuesday, July 20, concerning their request for a traffic signal at the Chemawa Road intersection on the current Chemawa Road-Hayesville widening project on the Pacific Highway East. We are installing a flashing beacon at an apparent $1,450 cost. This is one-half of the $2,900 bid item.

Their request was based on the delays and safety of traffic entering from the side road. They also thought installation as part of the current project would save cost.

Our traffic signal warrant procedures were explained and the fact this intersection will probably not meet these warrants until about 1980 and not then if the restricted speed is dropped. The hazards of too early a signal installation were also pointed out.

Our current financial situation was also discussed and the list of traffic signal projects that have already been warranted but cannot be funded for lack of funds.

I believe these people had a better understanding of the situation following our meeting, but we will continue to hear from them since the need becomes more critical as we approach meeting the warrants.

GWW/dea
cc: L. E. George w/attach.
Ken Wolfe

RECEIVED
STATE HWY ENGR
JUL 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8526 Columbia R. Br. (N. Channel 197
Substruc.) & Gov't Island Sec.
(Bridge piers & grading) #3

C+a 3835 9-23-78

RECEIVED
STATE HWY ENGR
FEB 14 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Staff photo by TIM JEWETT

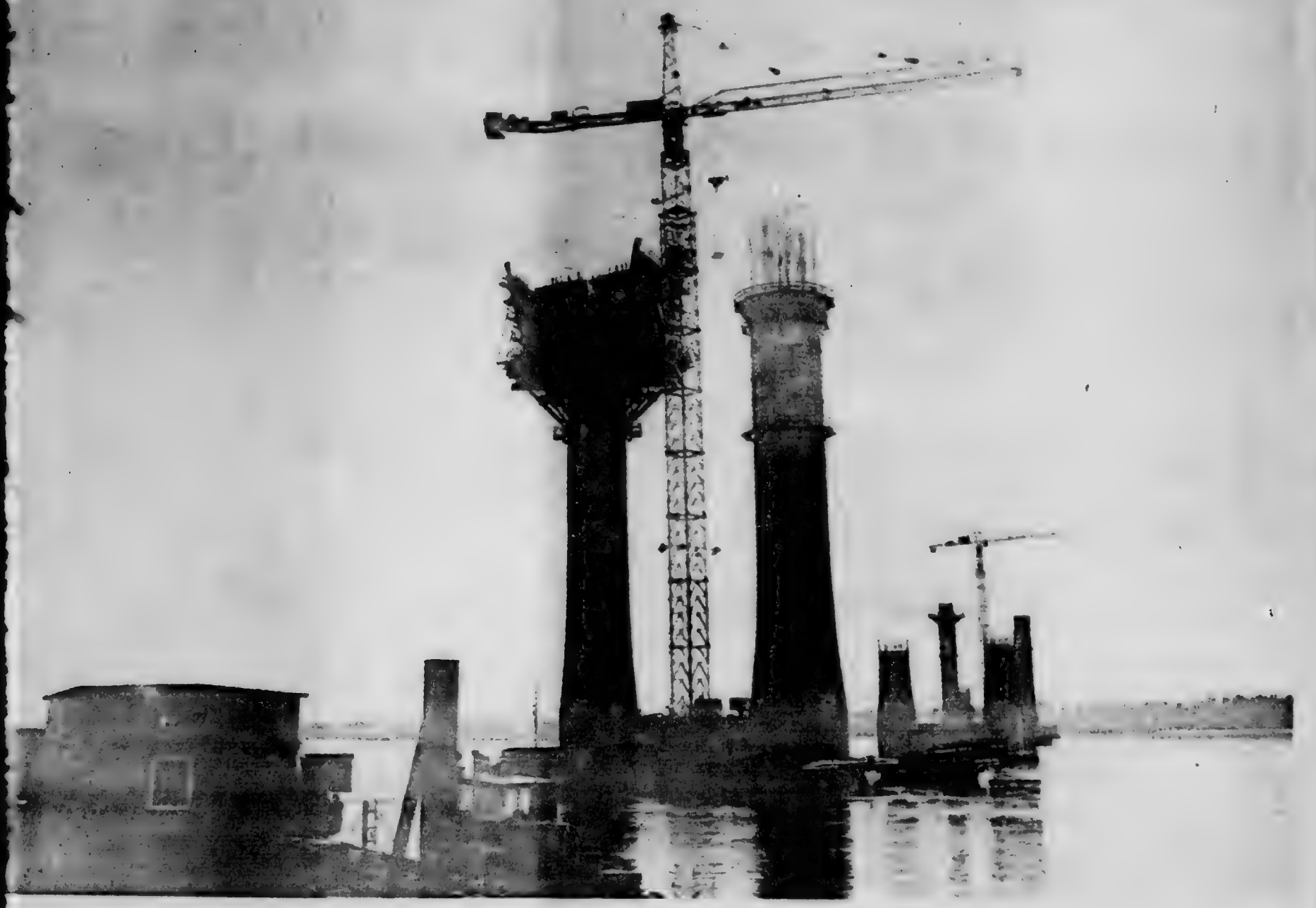
SPAN TAKES SHAPE — Crew labors in bright Tuesday sun on concrete supports for Interstate 205 bridge. Oregon side of Columbia River is in background. Span, linking Portland and Vancouver, Wash., is scheduled for completion in 1982 at an estimated cost of $180 million.

8526

Bridge foundations rise to meet a b

Portrait Clark County '80

Columbian
1-25-80



Bridge foundations rise to meet a bright sun. *(Staff photo by Cheryl Haselhorst)*

Portrait Clark County '80

Finally, you ask? Yes, finally! The second bridge over the Columbia River in Clark County is taking shape and expected to open in the early 1980s, easing the daily crunch on the Interstate 5 bridge. In addition, the second bridge will open up a whole section of east Clark County to easier access from Portland.

Changes in anticipation of the bridge already have transformed parts of Clark County from quiet, rural areas to bustling commercial centers. The ultimate extent of those changes isn't known yet, but one thing is certain — more changes are on the way.

Bark Count '80

Piers for the I-205 Bridge snake their way across the Columbia River. (Staff photo by Reid Blackburn)

Clark County '80

a whole section of east Clark County to easier access from Portland.

Changes in anticipation of the bridge already have transformed parts of Clark County from quiet, rural areas to bustling commercial centers. The ultimate extent of those changes isn't known yet, but one thing is certain — more changes are on the way.

8526

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1980

Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 21 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Attention: Earle A. Johnson

Dear Earle:

8621
8905

Filling on Sand Island
Columbia River Bridge Contract
East Portland Freeway
Multnomah County

Your letter of January 3, 1980 and the December 24, 1979 letter of Mr. Brent O. Forsberg, Oregon Department of Fish and Wildlife, relating to "permit violations" and the "lapse of our previously well-established ability to communicate", concerns us very much. With our responsibility to construct and maintain the highway system for the State of Oregon, it is our intention to abide by all permit requirements and regulations that are intended to protect our natural resources.

Mr. Forsberg's letter refers to three separate permits: Numbers RP 2202, RP 2203 and RP 2731. Permit RP 2202 was issued for work near Lemon Island and Permit RP 2731 covered work in the South Channel. Permit RP 2203 was for dredging access channels to the bridge site and the pier construction of the bridge itself. Permit RP 2203 covered the bridge pier construction and the material that was side cast at Sand Island.

As you may recall, RP 2203 was issued in conjunction with the Department of Army Corps of Engineers' Permit, identified by Public Notice 071-OYA-1-001895. That Public Notice was part of and provided the detailed information on our application. Part of the work requested and approved under this permit was for "approximately 700,000 cubic yards of material to be removed and side cast for the bridge piers, the 34 concrete bridge piers within the waterway constructed, the riprap placed around the piers and the dredged material replaced over the riprap". Further requested and approved was the following stipulation concerning the final disposition of the excavated material: "depending upon material suitability, construction sequence, or economic or other factors, all excavated material may be utilized as described or allowed to remain in its side cast position". These conditions were recognized when the permit was issued. No disposal area was specifically prescribed.

It is my understanding the Division of State Lands has a part in the Corps of Engineers' permit-issuing process. When this process is completed, it seems reasonable to assume all the stipulations stated in the Public Notice are approved. It seems reasonable that conditions imposed in a companion permit would not be in conflict with conditions of the Corps' permit for the same work.

The sequence of events that led up to the side casting problem follow:

On September 19, 1979, after a field inspection, the Corps of Engineers issued a Cease and Desist Order to the contractor for the side casting of excess material along the northerly edge of Sand Island. Their reason was that Sand Island is an unauthorized spoil area, thus violating Section 10 of the Rivers and Harbor Act of March 3, 1899, and Section 404 of the Clean Water Act of 1977.

The contractor replied to this on September 26, 1979, contending his operation was within the "literal terms or practical interpretation" of the permit.

By letter of October 12, 1979, the Corps of Engineers agreed with the contractor and formally withdrew their Cease and Desist Order issued September 19, 1979. Their letter of October 12, 1979 indicates they coordinated this situation after-the-fact with the Oregon State Department of Transportation and the Oregon Division of State Lands. The Oregon Department of Transportation approved of the placement of the material and felt the method used met the terms of the contract insofar as the dredging was concerned. The Oregon Division of State Lands requested that immediate steps be taken by Western-Pacific Dredging Corporation to stabilize the upstream portion of the disposal area by use of natural vegetation. We assumed from this request that there were no other objections.

The contractor's letter of September 26, 1979 states that their decision to side cast this material along Sand Island was made only after careful consideration of many factors. Among these are that by placing the material along Sand Island it would not be swept into the boating channel, it will provide a usable beach area, it will be stable, it would not have to be moved again by the next contractor and, probably most important, it has resulted in the least amount of environmental impact. These points are verified by the Port of Portland and the Portland Yacht Club.

Our review indicates that the fill on Sand Island under Permit RP 2203 was properly handled. The Corps of Engineers' Permit No. 001895, Columbia River Dredging and Filling, was reviewed by the Division of State Lands. The Oregon Division of State Lands'

Permit RP 2203 was a companion permit to the Corps' Permit No. 001895. The Corps of Engineers has agreed that the contractor was not in violation of the permit.

We appreciate your bringing this problem to our attention. We do hope that our explanation will satisfy the Oregon Department of Fish and Wildlife concerns about fill on Sand Island. If additional information is needed or a meeting with you seems desirable to further discuss the permit, please advise.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

Attachment

DLT:mw ja

bc H. S. Coulter
E. S. Hunter
C. T. Keasey
Ed Hardt
Al Harwood

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

January 3, 1980

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Mr. Don Trout
Dept. of Transportation
223 Transportation Bldg.
Salem, OR 97310

Dear Don:

The enclosed copy of the Oregon Department of Fish and Wildlife's December 24, 1979 letter regarding filling on Sand Island associated with I-205 permits and construction basically represents the Division's position regarding the disposition of the fill. It is unfortunate that somewhere along the line our previously well-established ability to communicate on these matters lapsed.

It is doubtful that significant environmental impacts have occurred. High flows of the Columbia River together with the gentle 5:1 slope should return the area to an acceptable condition.

Please contact me if you have any questions.

Sincerely,

WILLIAM S. COX
Director

Earle A. Johnson, Supervisor
Environmental Management Unit

EAJ:jms

Encl.

cc: Brent Forsberg, Oregon Dept. of Fish & Wildlife
Roy Schram, Corps of Engineers w/att

1 Vanatta
Anderson
Christensen
Olson
Sullivan
Tapin
2 Tuttle
Wickwire

RECEIVED
JAN 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Originals ___/___/___
Action

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

December 24, 1979

Mr. Earle Johnson
Division of State Lands
1445 State Street
Salem, Oregon 97310

RECEIVED
DEC 28 1979
DIVISION OF STATE LANDS

Re: OSHD, I-205 dredging violation

Dear Earle:

We have reviewed the material you sent on the referenced violation and have the following comment and recommendations.

If the Oregon State Highway Division disposed of dredge material on Sand Island 200 feet from the vegetation line during construction of the I-205 bridge, the action was in violation of one of the following permits:

PN 1913 (RP 2202): "material to be placed in highway fills or side cast,"

PN 3230 (RP 2202): "should be placed above the bankline." "Depositing the material within site O-111.6." (West end of Lemon Island),

PN 1895 (RP 2203): "may be sidecast for later use as backfill," or "shall be removed from the waterway and disposed of above the bankline," and "material will be placed on the upland... or side cast...", or

RP 2731 (PN 2714): "shall be deposited above the bankline behind previously constructed berms", and "placed directly into the roadway fill...".

In no instance was disposal destined for Sand Island within the permits.

However, the area in question is a Corps maintenance dredge spoil site designated in their 1978 plan as O-112.9. They further indicate that this is an erosion beach and spoils will be used for beach nourishment. Therefore, we would not recommend removal of the material, but;

1) No further filling or spoiling,

2) Contour the spoil material to conform with adjacent banklines, and

3) The beach slope shall be no greater than 5:1.

It is very disappointing to see such a violation where the dredged material is merely "thrown away", especially in light of the purpose of RP 2731, "to obtain 700,000 cubic yards for fill material." In fact, the agencies were asked to approve additional removal under this permit for the need of more material. It seems very inconsistent or uncoordinated then, to

see two permits for the same project, one for the disposal of dredge material and one for the use of dredge material. Our response to RP 2731 spoke to the need for that type of coordination.

If we could help you further please call.

Sincerely,

Brent O. Forsberg
Staff Biologist
Environmental Management Section

BOF:sw

cc: Collins
DEQ

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-2

19 Sept 1979

Western Pacific Dredging Corp.
ATTN: Mr. Roger Brown
P.O. Box 3320
Portland, OR 97208

RE: No. 003485-V1

Gentlemen:

On 20 August 1979, a field inspection by Corps personnel disclosed that dredged material had been placed along the northern edge of Sand Island, Columbia River Mile, 112.7. Sand Island is not an authorized spoil area, thus the placement of these materials is considered a violation of Section 10 of the River & Harbor Act of 3 March 1899 and Sec. 404 of the Clean Water Act of 1977. Although this work is presumably complete, this letter is to serve as formal notice to cease and desist any further placement of dredged materials in places not specifically authorized by permit.

Our administrative procedures require that we solicit comments from Federal and State resource agencies prior to completing our violation report. In order to make these comments meaningful, we require a written statement from you expressing the reason for placement of the materials, and any mitigating circumstances that prompted conduct of the work in a manner contrary to the Department of the Army permit. Please furnish us your comments within 10 days from the date of this letter.

Your prompt response will lead to a more rapid resolution of this matter. If you have any questions, please contact Mr. John Payne, telephone (503) 221-6995.

Sincerely,

A. J. HEINEMAN
Chief, Navigation Division

CF:
State of Oregon
Dept. of Transportation
U.S. Coast Guard

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CF: U. S. Coast Guard

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Keasey, Jeckmond, Hopkins, Williams, Johnsen, Glenn, Richards, Inloes, Widmer, Gebauer, Church

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon
January 16, 1980

FROM: ALLAN C. HARWOOD

SUBJECT: Columbia River Bridge
North Channel Substructure
Contract No. 8526

TO: GEORGE N. HOPKINS

I have reviewed the correspondence from Fish and Wildlife and the State Land Board and have the following comments.

In my opinion the intent of the various permit requirements has not been violated up to this time. I considered the placement of material adjacent to Sand Island as "temporary side casting".

The contractor is now requesting permission to make the present "temporary" position of the material permanent; in other words an addendum to the permit.

If there was a lapse of communication it involved not asking for a definition of "side casting" or "water way". The intent of the various permits seemed clear so no questions were asked.

As for lack of coordination, use of material from the North Channel in the embankment south of Marine Drive was very carefully reviewed but was not considered feasible in my mind because:

1. The distance from the North Channel to the embankment location south of Marine drive is excessive, two miles and across an island.

2. There was a need for removal of material from the South Channel to provide sufficient depth for floating equipment for the South Channel structure.

3. The timing of excavation in the North Channel and need for embanking the material south of Marine Drive and did not coincide.

cc: Ed Hardt w/attachments

1-21-80
Copy to Don Thorn

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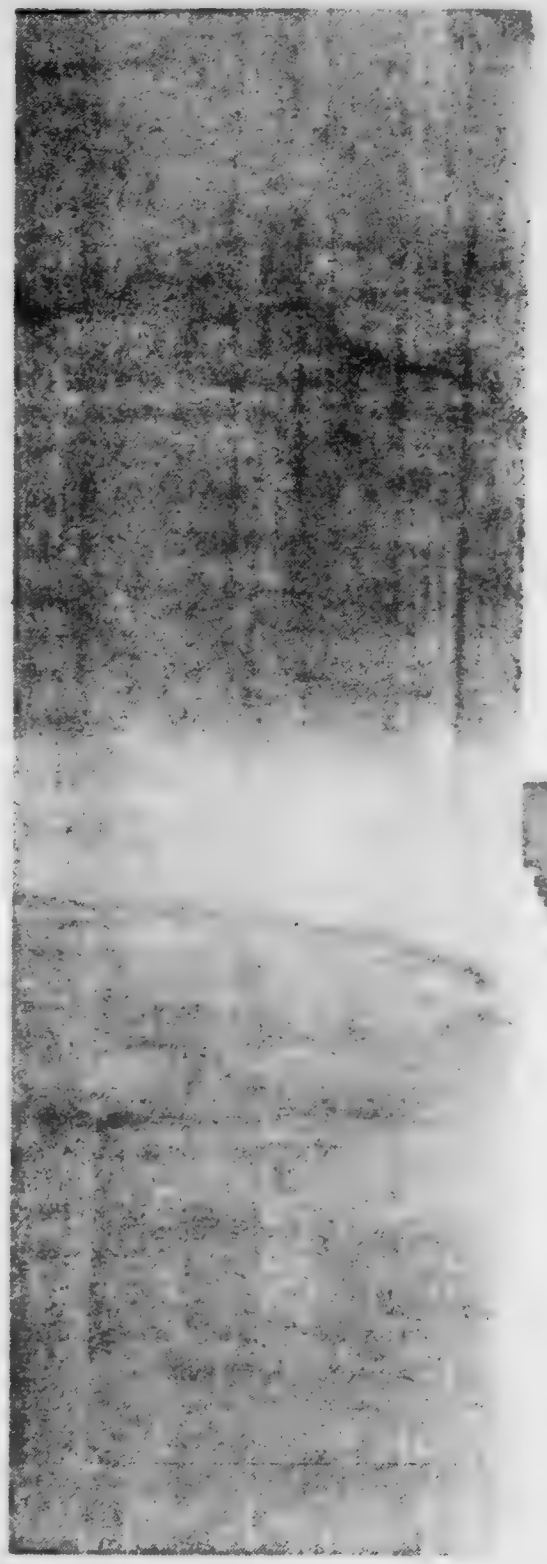
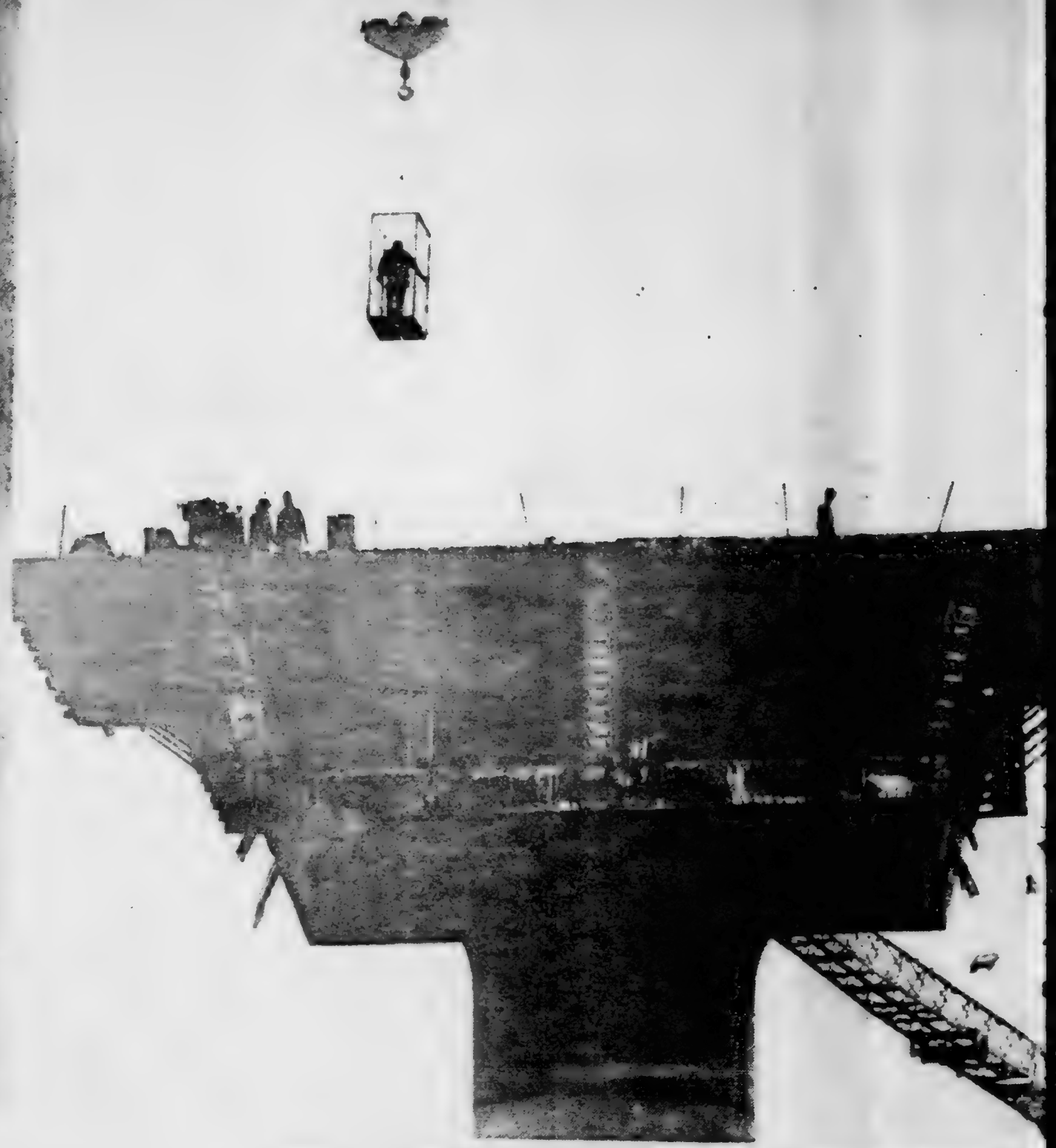
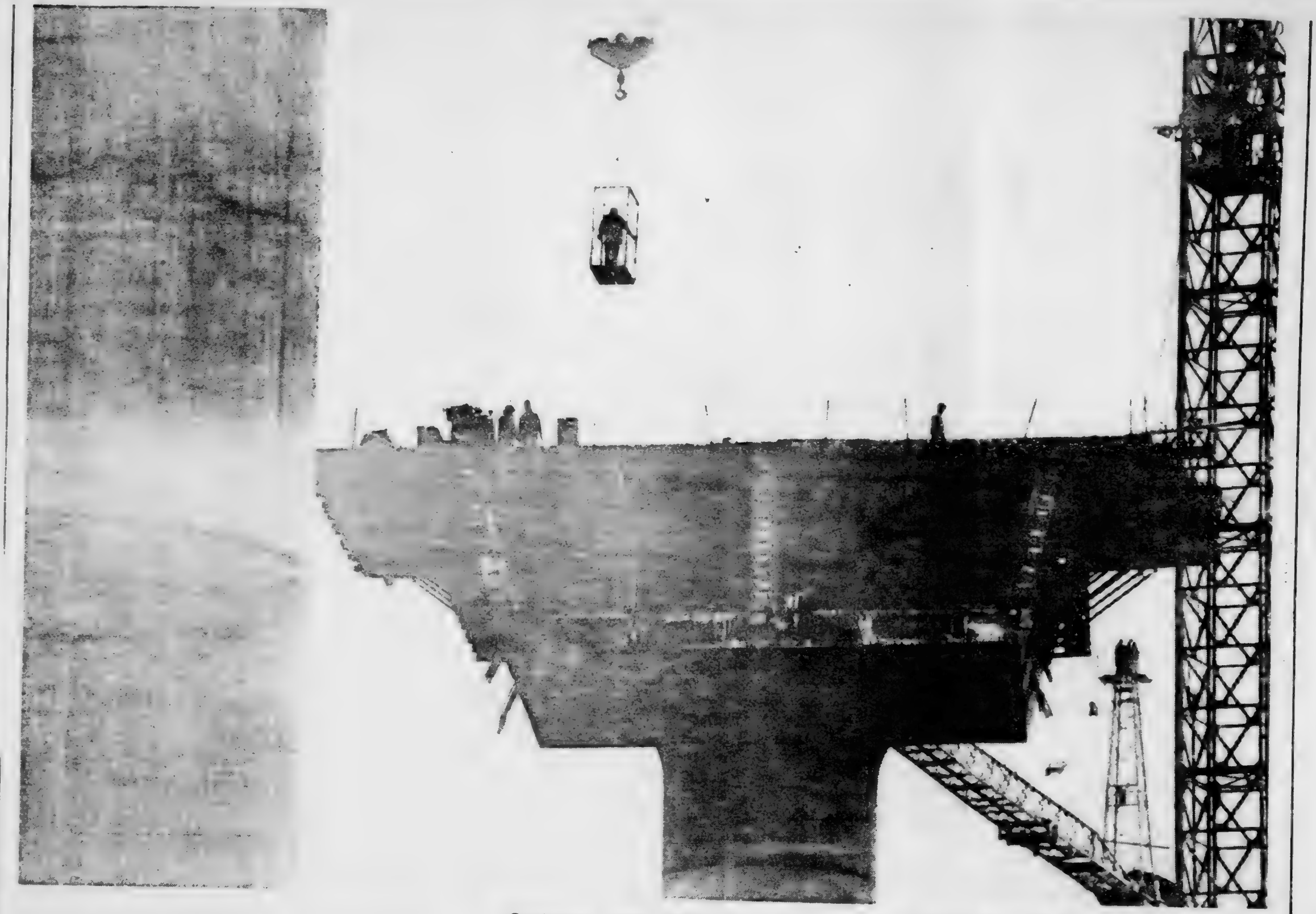




Mezzanine, please

Wednesday, Jan. 2, 1980

Getting to work when you are building a bridge means a trip through the air in a steel cage. The only access to the platform — atop an Interstate 205 bridge pier — is via the cage, which is set gently in pla by the operator of a giant crane. T pier is on the Washington shore a will support northbound brid lanes. *(Staff photo by Ralph Perry)*



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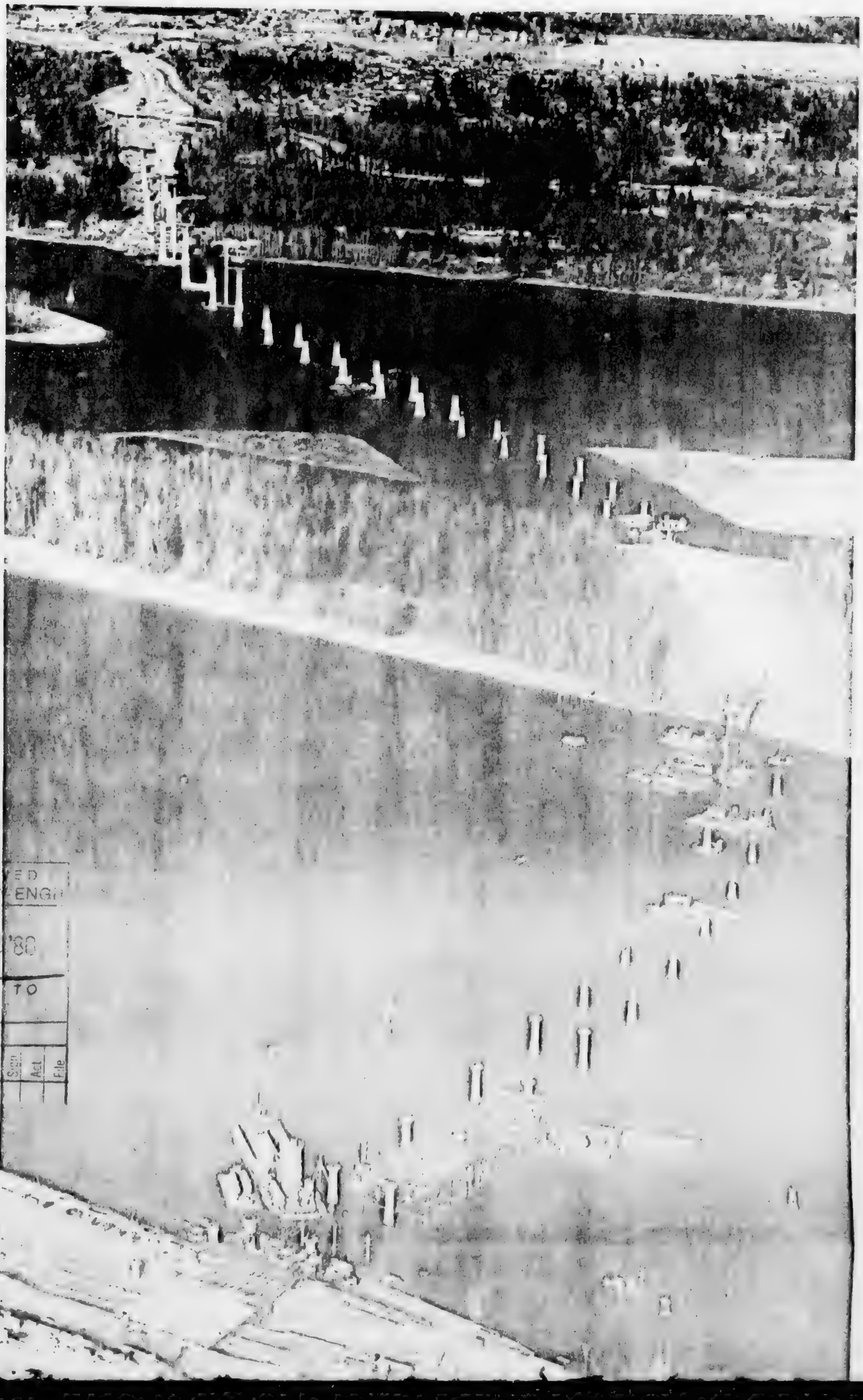

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NEW CROSSING — Construction work progresses on the new I-205 bridge traversing the Columbia River and Government Island. The bridge will provide a second interstate link between Oregon and Washington in the Portland-Vancouver area.

BILL MURPHY/Oregon Journal

8526

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OREGON

December 11, 1979

FROM: ALLAN C. HARWOOD

SUBJECT: Columbia River Bridge
North Channel Substructure
Contract No. 8526

TO: C. T. KEASEY

1 Keasey K
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Enclosed find a request from Willamette-ACI-General that material excavated for construction of the piers and dredging of the construction channel, be left in its present location along Sand Island and the work channel left as it presently is.

The contract requires certain backfilling which has not been completed. To do the backfilling required in the contract would effectively block access to the piers for the superstructure contractor. The bidders on the superstructure were assured access would be provided essentially as it is at the present time.

If we required WAG to backfill the construction channel between and around the piers I feel we will have to compensate Groves-Atkinson for re-opening the access.

All necessary backfilling around the piers has been completed.

Any additional backfilling would be to satisfy requirements of the contract, dispose of excess and and to restore Port of Portland property. As indicated by the copy of the enclosed letter from the Port they are satisfied with leaving the area as it is.

Boaters are pleased with the additional width and depth of the channel across the Government Island sand bar and the creation of additional beach areas along Sand Island.

The State Land Board permit which we have for construction of the bridge requires disposal of excess material above the bank line. The implication of the correspondence from the Corps of Engineers is that the State Land Board, which I understand now has jurisdiction over Sand Island, has no objection to leaving the excavated material along Sand Island if trees are planted to stabilize the material. I assume some modification would be required to our permit from the Land Board.

I have enclosed a section of an aerial mosaic showing present limits of the construction channel, right of way line and the excavated material. Also enclosed is a more recent aerial of the construction channel.

The reference in the Corps of Engineers correspondence of October 12, 1979 to contact with the Oregon Department of Transportation refers to a discussion I had with the Corps at which time I told them I felt the temporary disposition of the material along Sand Island complied with the intent of our permit and our contract with WAG which allows side casting. To this point we have never indicated our approval to leave the material in its present location.

If we do allow the material to be left in its present location and do not require additional backfill we can expect some credit from the contractor for not completing the required backfill.

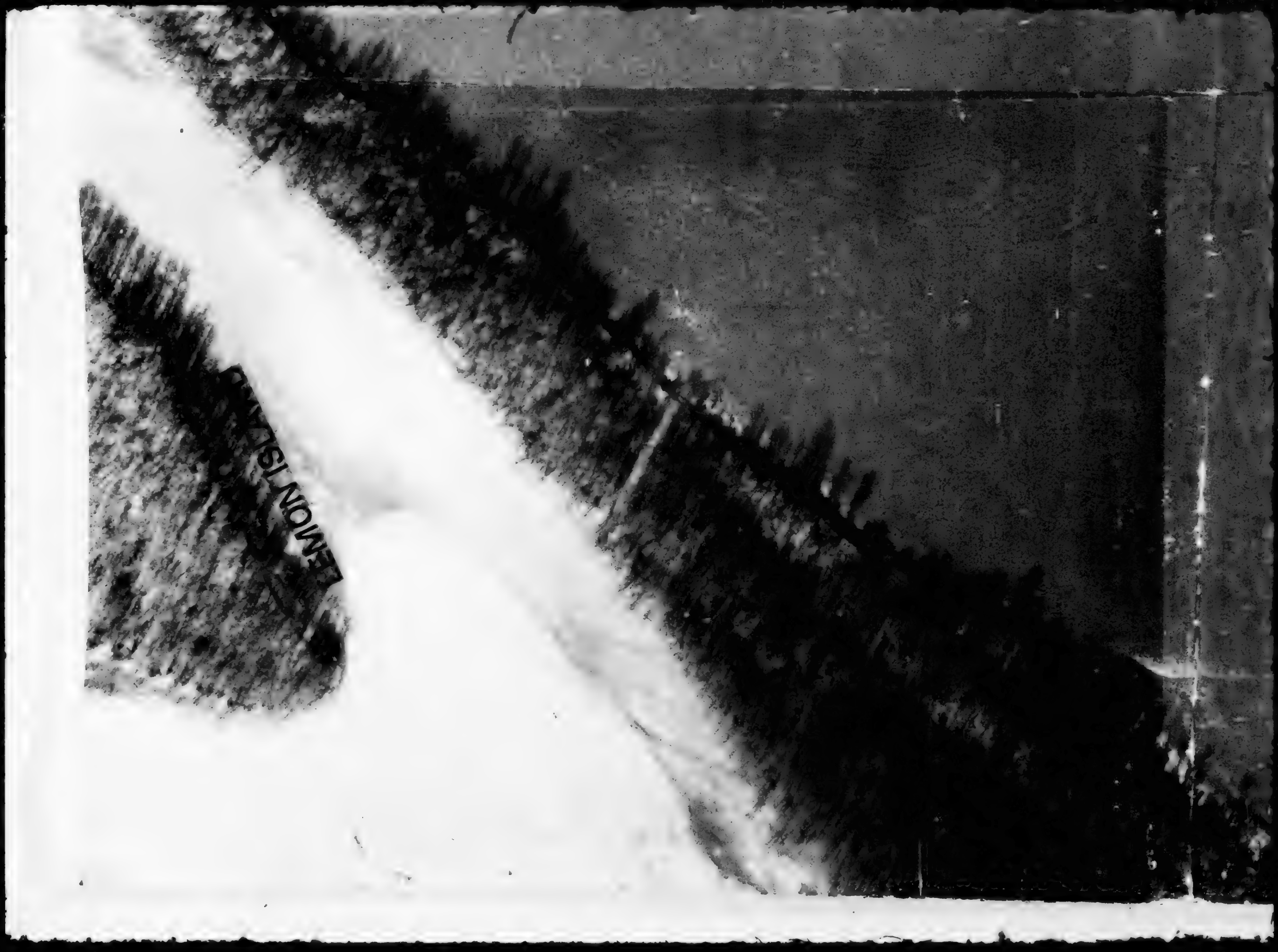
I recommend approving WAG's request if we can get confirmation from the State Land Board that they have no objections.

ALLAN C. HARWOOD
Projects Engineer

Enclosure

cc: Walt Hart
Ed Hardt
Howard Harris

Approx.
R/W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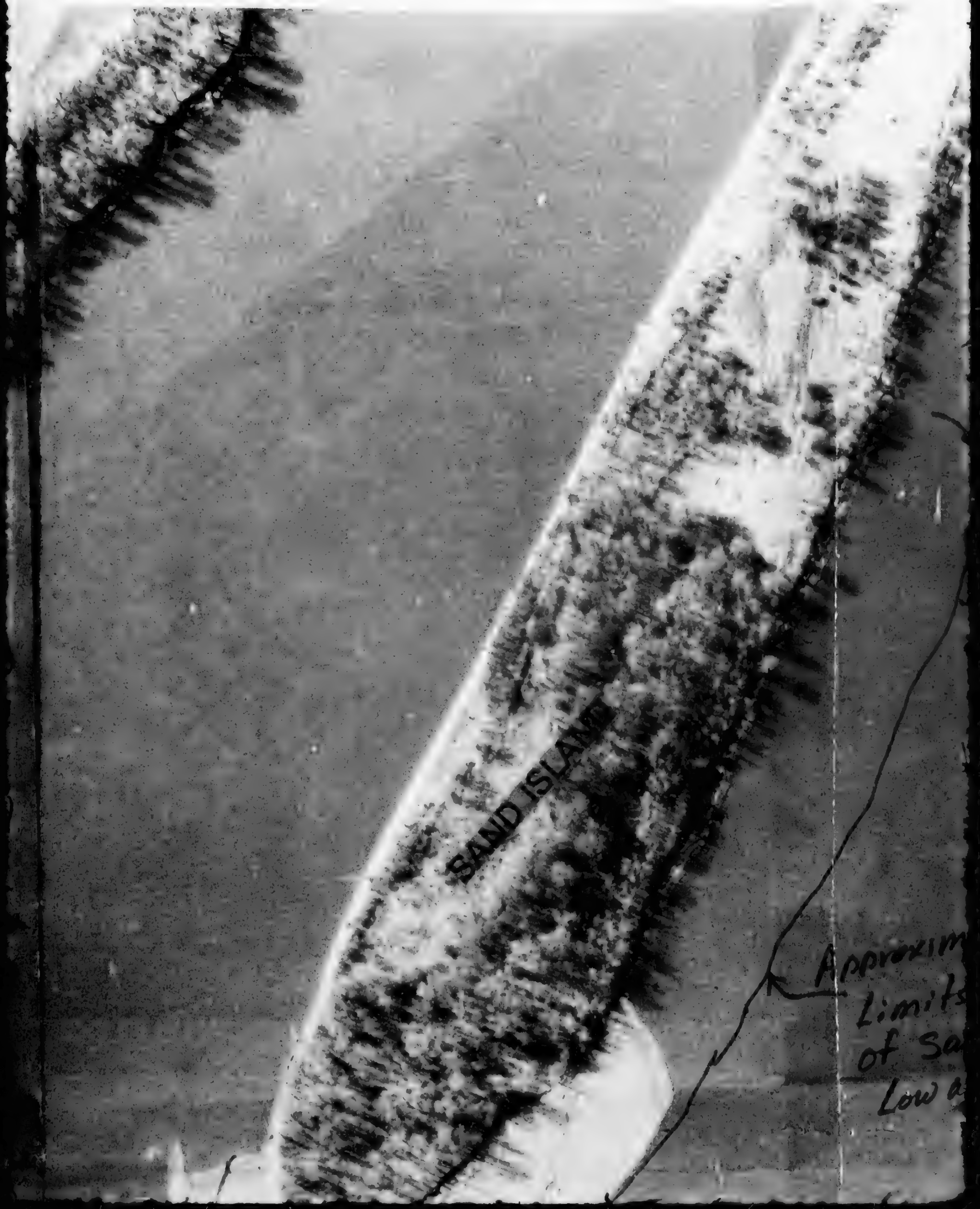
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OREGON STATE HIGHWAY DIVISION

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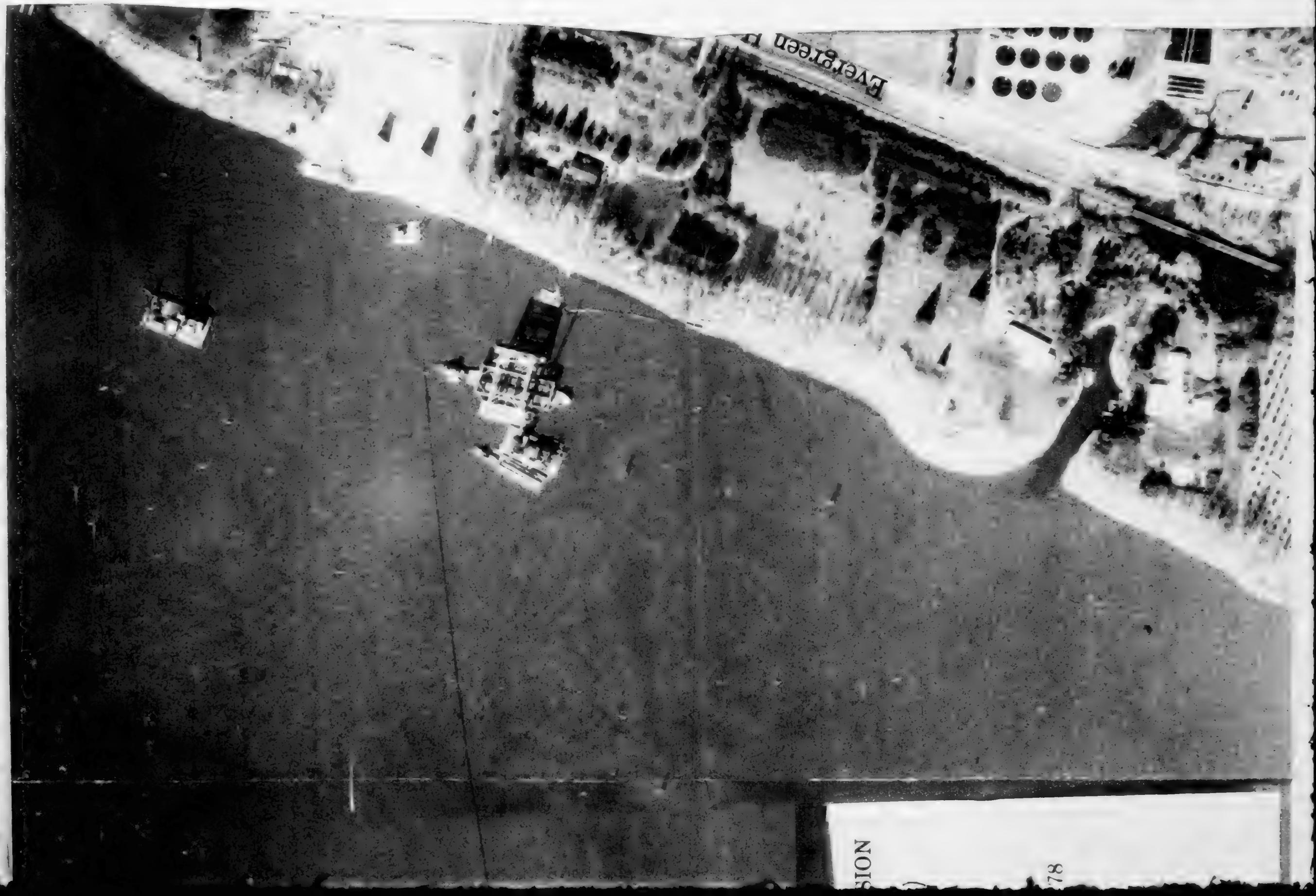
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 11, 1979

Jean VanScoy, Safekeeping Officer
U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Re: Willamette Western Corp. Alaska Const. Inc. &
General Construction Co., Joint Venture
Contract 8526

Retainage requirements on this project have been reduced to $510,000. We hereby release $922,371.90 of the $1,432,371.90 deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:kjs

cc: Willamette Western Corp. Alaska Const. Inc. & General Construction Co., Joint Venture

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122

The COLUMBIA

No. 47 Our 90th Year Monday, Dec. 3, 1979 ©The Columbian 1979, Vancou

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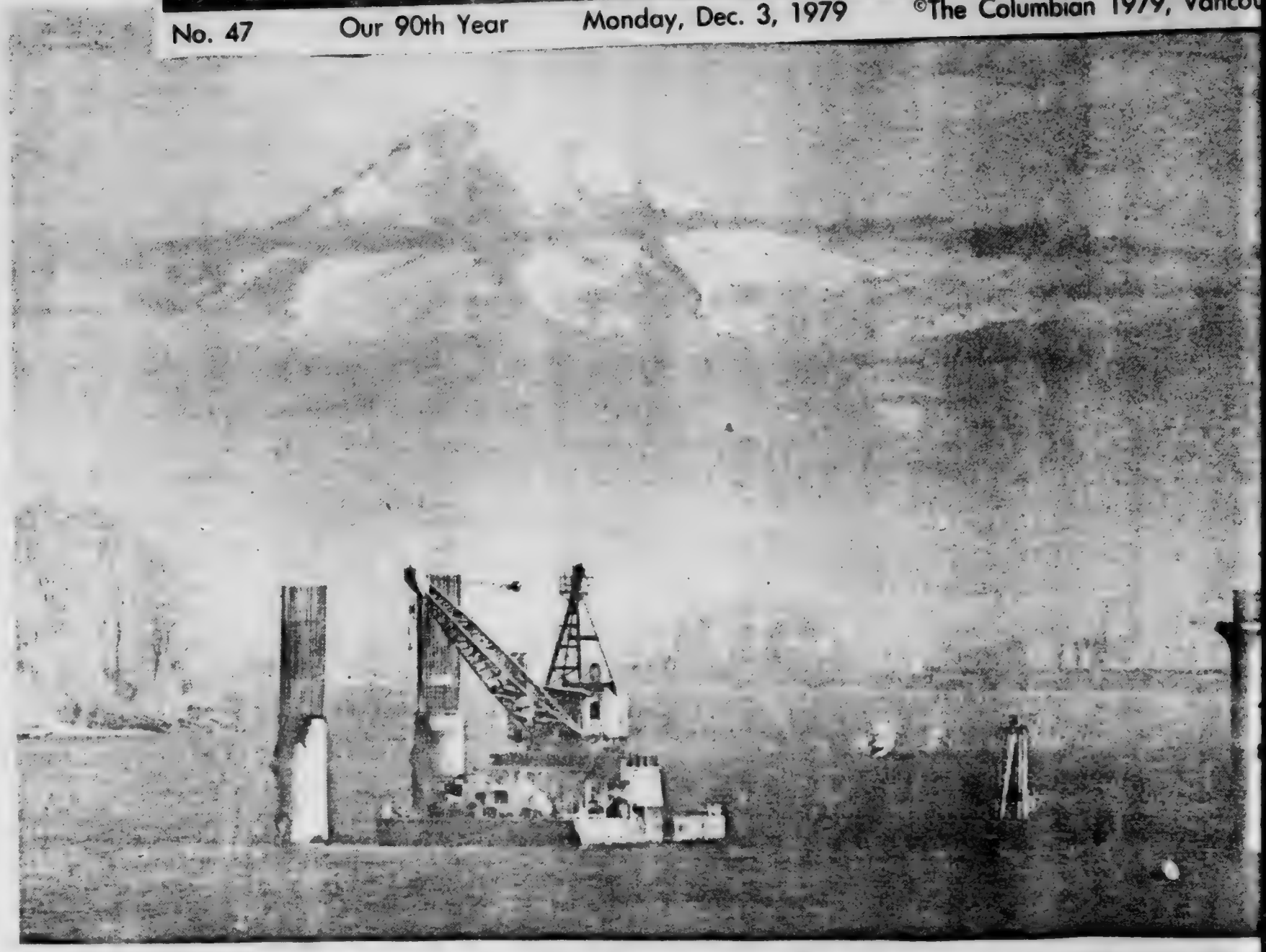
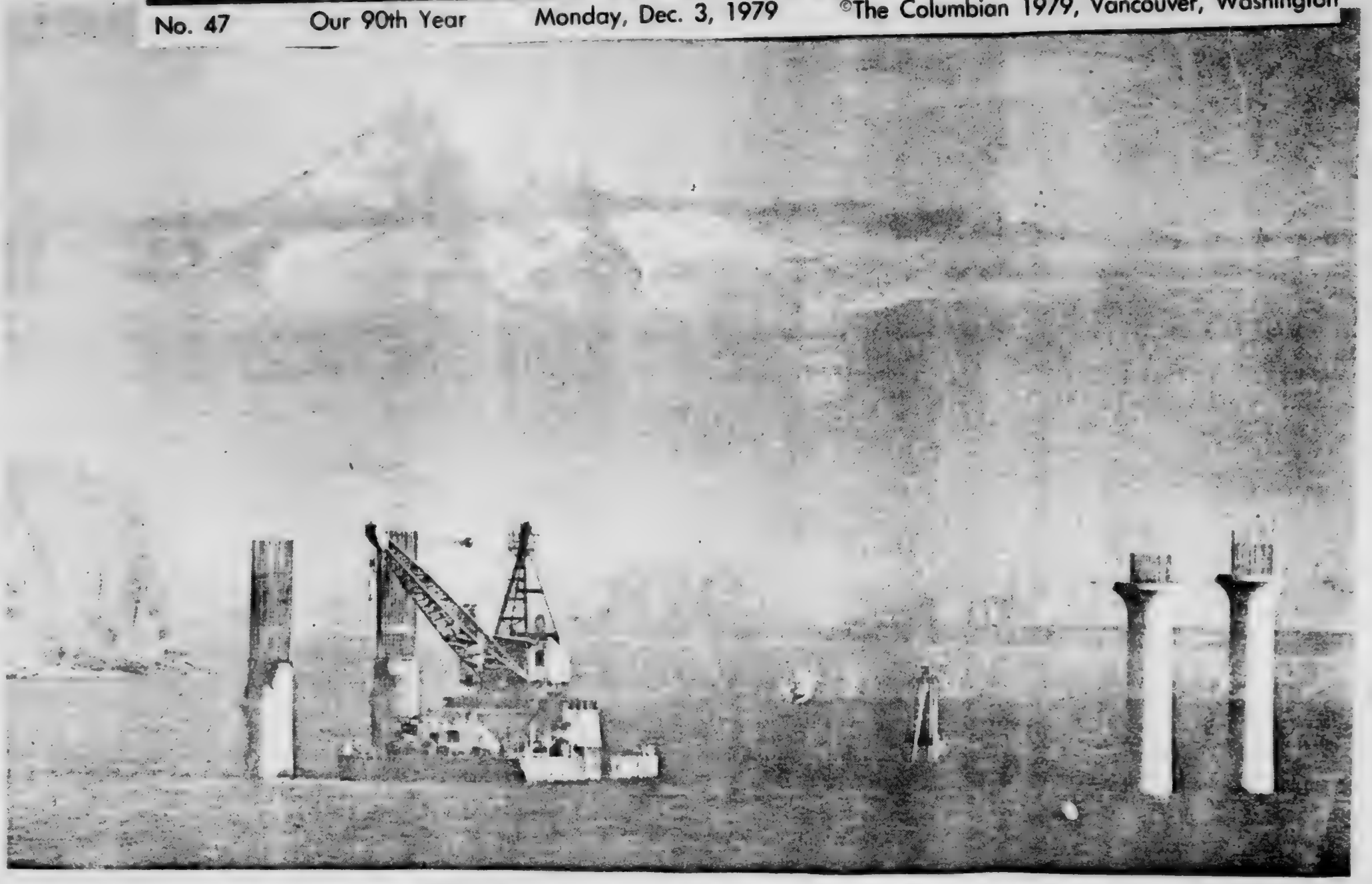


Going up!

Mount Hood looms over huge concrete piers which will support the Interstate 5 bridge between Clark County and Oregon. The photograph looks east from the Columbia River. *(Sta Coughlan)*

The COLUMBIAN

No. 47 Our 90th Year Monday, Dec. 3, 1979 ©The Columbian 1979, Vancouver, Washington



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Going up!

Mount Hood looms over huge concrete piers which will support the Interstate 5 bridge between Clark County and Oregon. The photograph looks east from the Oregon side of the Columbia River. *(Staff photo by Jerry Coughlan)*

8526

NOTED
H. S. COULTER

Final link

2.5-mile-long, eight-lane I-205 bridge scheduled for completion in late '82

To do a big job, it takes big tools, such as Su

Staff photos by Dave Olson

By DAVID KERN
Columbian Staff Writer

Because of dry weather and few unexpected problems, work on the Interstate 205 bridge between Vancouver and Portland is smooth and slightly ahead of schedule.

The "super machines" are doing their part, too.

Support piers for the 2.5-mile-long structure are being built in the Columbia River while, on the Washington shore the bridge structure itself is creeping closer and closer to the river and its eventual hookup with the Oregon side

At this point in the $175 million project, which is scheduled for completion in late 1982, the span over the river's north channel — from Vancouver to Government Island — is about three months ahead of schedule and now is expected to be finished in late July 1982. However the overall project will not be completed until late 1982.

The eight-lane structure will be supported by 42 sets of piers, some as thick as 31 feet by 22 feet near the river bottom and 22 feet in diameter near the water's surface.

It will be the final link in Interstate 205, which runs about 10 miles from its junction with Interstate 5 north of Vancouver to the Columbia River then will cross the bridge and connect again with I-5 south of Lake Oswego. About nine miles of I-205 on the Oregon side still are under construction.

The project itself is so big that one of the three contractors — Willamette-Western Corp. of Portland — has spent several million dollars building three giant machines needed to build the bridge.

The corporation calls the machines Super Mix, Super Lift and Super Sink.

to reach around the Alaskan coast — 6,477 miles.

Willamette and the other two contractors, S.J. Groves of Minneapolis and Guy F. Atkinson of San Francisco, are working on five separate bridge contracts.

The building of the giant span has resulted in one tragedy. A construction worker earlier this year fell from a pier on the Washington shore and died.

Engineers last year were concerned a concrete shortage could affect construction schedules. But Willamette Western obtain enough materials to keep the project humming, according to Al Harwood, Oregon chief engineer for the project

Harwood, who has worked on several bridge projects in more than 20 years as an engineer, said, "This (the I-205 bridge construction) has been as smooth a running project as I've ever been on

(Left)
A worker talks via radio with a diver working near the base of the pier.

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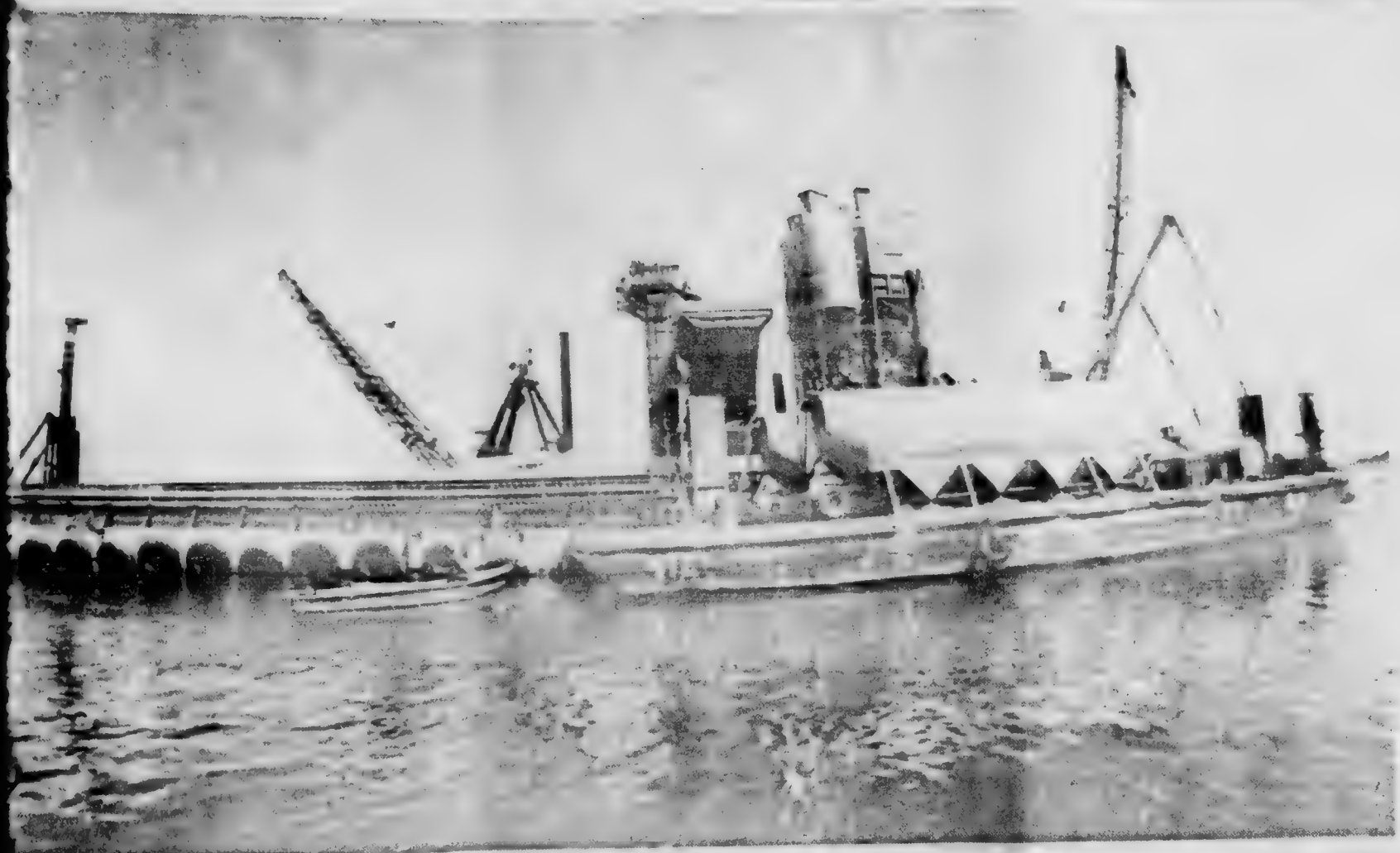

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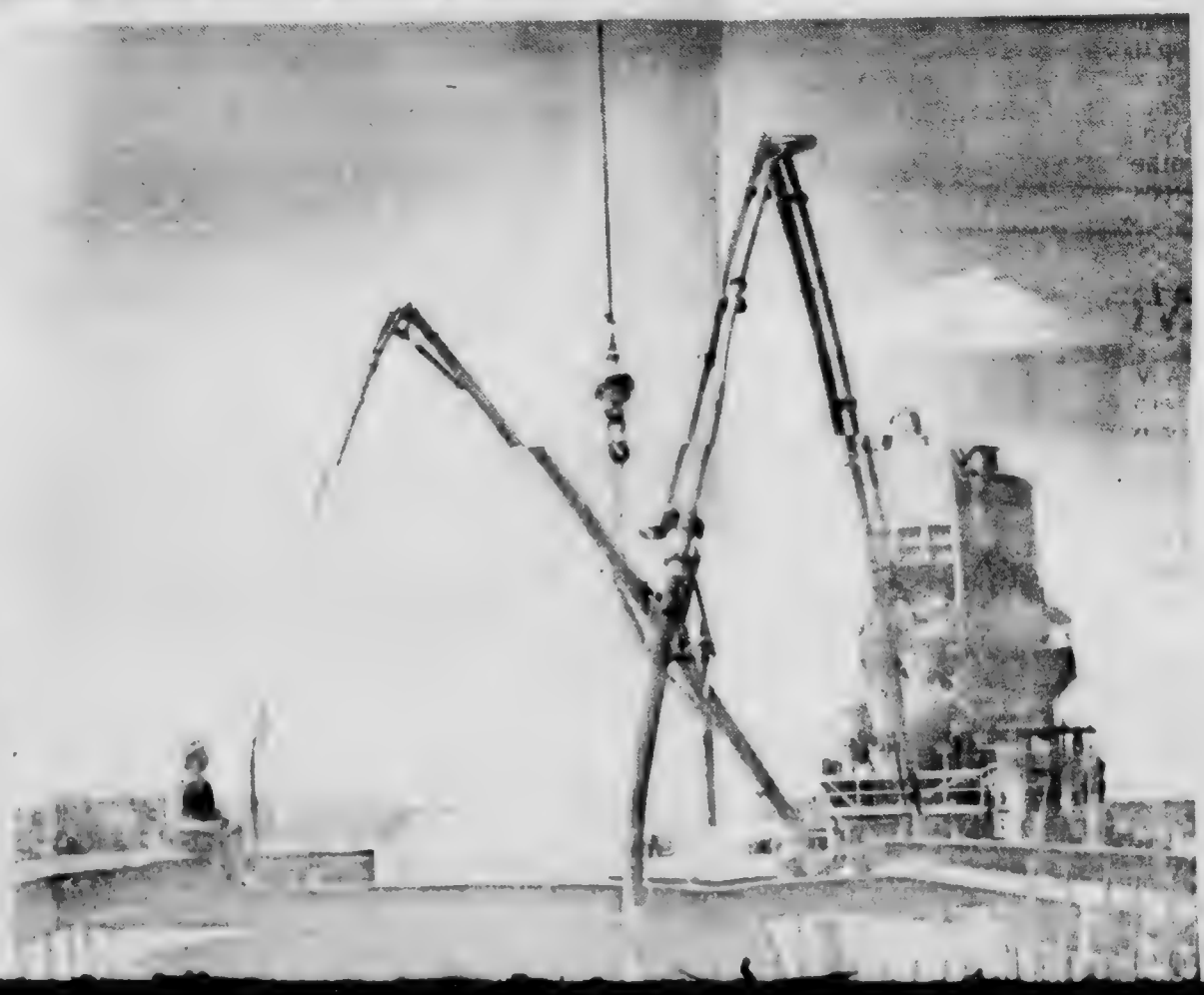

(Left)
A worker talks via radio with a diver working near the base of the pier.

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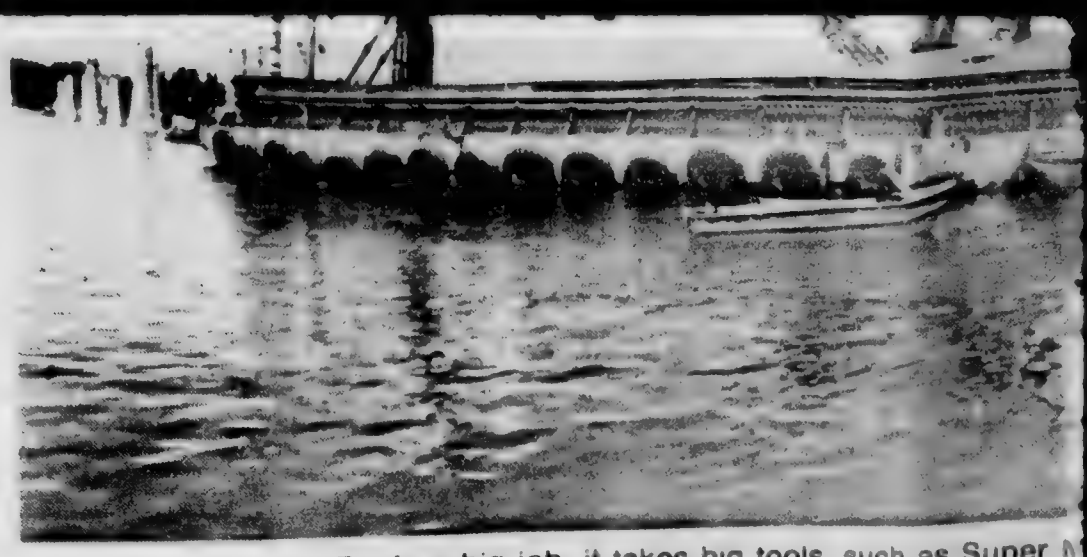
2.5-mile-long, eight-lane I-205 bridge scheduled for completion in late '82



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By DAVID KERN
Columbian Staff Writer

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The project itself is so big that one of the three contractors — Willamette-Western Corp. of Portland — has spent several million dollars building three giant machines needed to build the bridge.

The corporation calls the machines Super Mix, Super Lift and Super Sink.

Super Mix is a floating concrete plant, which makes pouring concrete a much easier chore when the material is being mixed adjacent to where the pier workers are building. Super Sink is a device used to position reinforcing steel prior to setting pier forms in place. Pouring concrete into the form completes the pier. And Super Lift can do just what its name says, move extremely heavy pieces of the bridge into place.

When completed, the bridge will contain about 340,000 cubic yards of concrete, enough to build an eight-inch-thick four-lane freeway for 25 miles.

The twin spans will extend about 7,500 feet from the Washington shore to Government Island. Fill has been used to build a 20-foot embankment which will support traffic lanes across the island, which is about 1,400 feet wide at that point. The bridge will be 3,200 feet long from the south end of Government Island to the Oregon shore.

The bridge will contain almost enough structural cable to reach around the Alaskan coast — 6,477 miles.

Willamette and the other two contractors, S.J. Groves of Minneapolis and Guy F. Atkinson of San Francisco, are working on five separate bridge contracts.

The building of the giant span has resulted in one tragedy. A construction worker earlier this year fell from a pier on the Washington shore and died.

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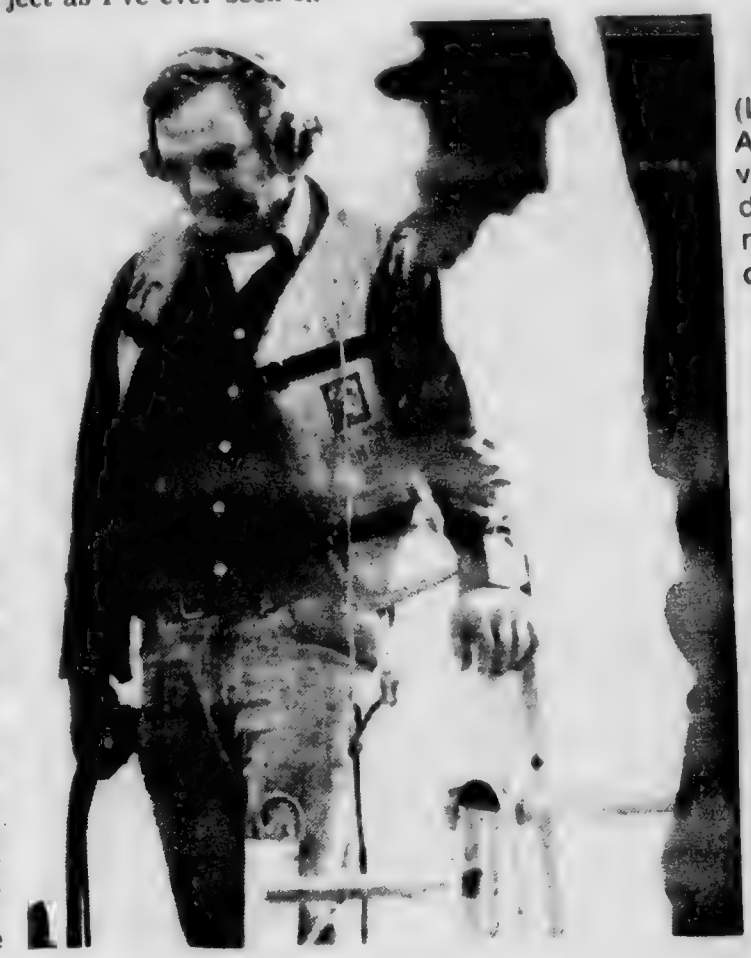
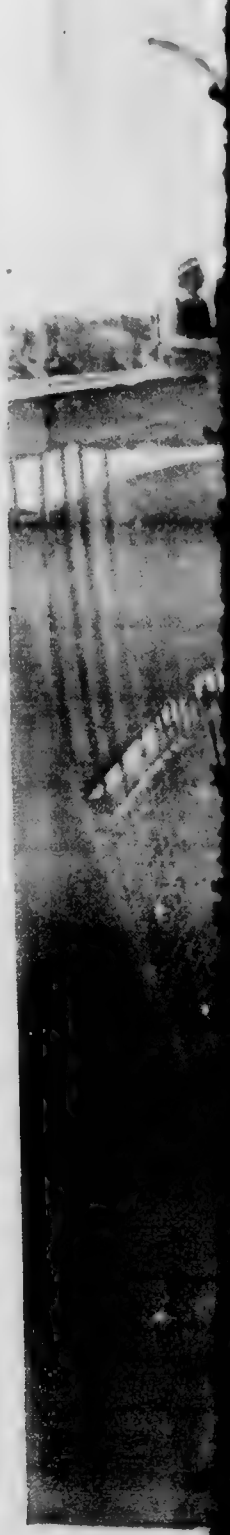
Staff photos by Dave Olson



(Left)
A worker talks via radio with a diver working near the base of the pier.



(Right)
Concrete is poured into one of the piers that will support the structure.

To do a big job, it takes big tools, such as Super Mix, the project's floating cement batch plant.

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Staff photos by Dave Olson

(Left)
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(Right)
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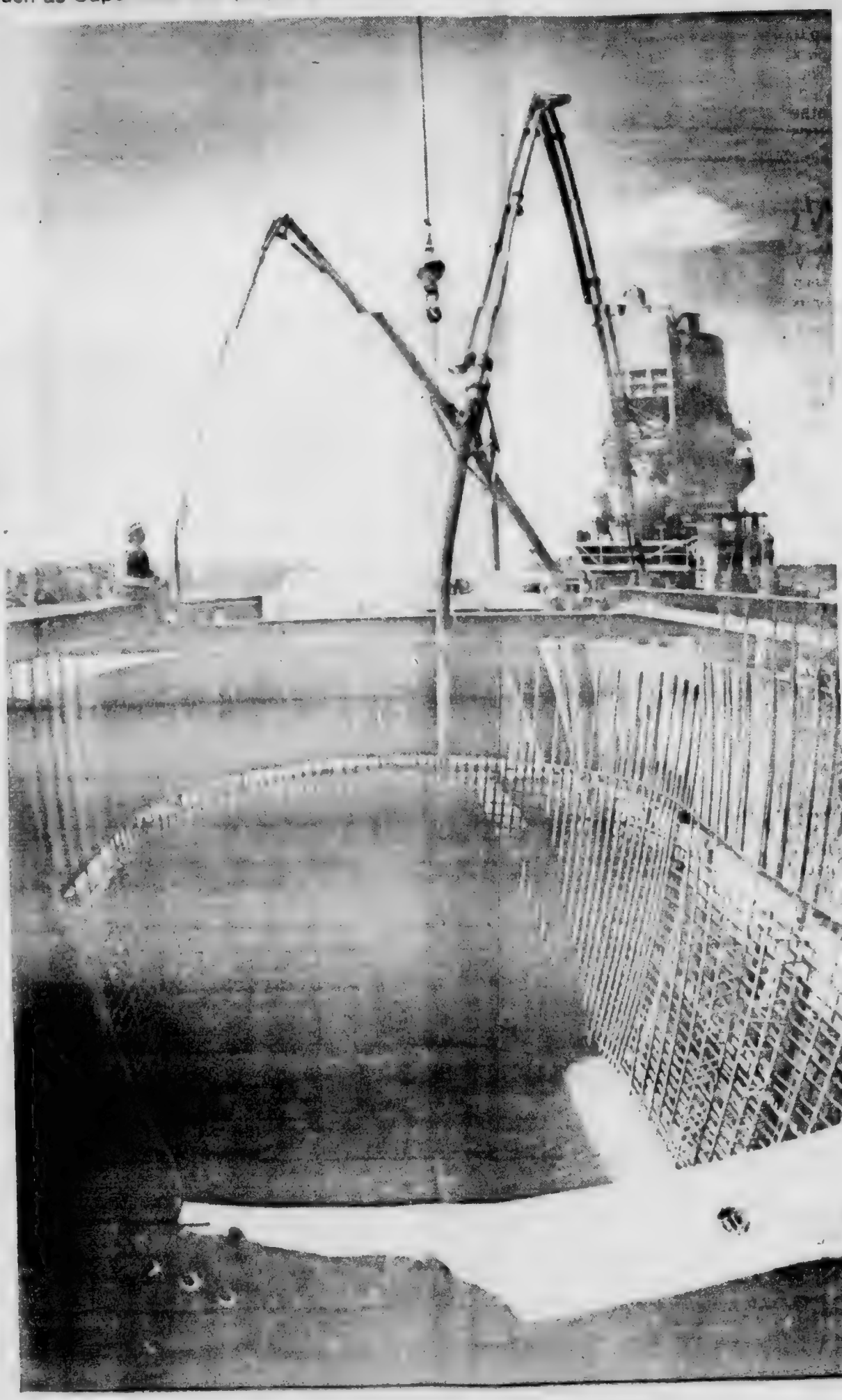

8526

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. A. C. Harwood
Columbia River Projects Engr.

DATE: September 27, 1979

SUBJECT

FROM: ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Asst. Bridge Engineer

Columbia River (I-205) Bridge
Bridge 8526
Main Channel Structure
Navigation Lights

Enclosed is a copy of the Coast Guard letter of September 24, 1979 relative to required navigation lighting after the temporary pier marking the dolphins are removed.

The light requirements are the same as we previously discussed.

RWE:dh
Enclosure

cc E. S. Hunter
E. L. Hardt

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E. S. HUNTER

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 13, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

NOTED
E. S. HUNTER

Attention Mike Mikesell

Columbia River (I-205) Bridge
Main Channel Structure
Bridges 8905 and 8526
Navigation Lights

The subject structure is being built under two separate contracts. The first is for construction of the substructure (foundation and piers) up to about 70 feet above low water. The second is for the superstructure which is everything above the 70-foot mark.

The substructure contractor installed some temporary dolphins upstream from several of the piers as part of his construction procedure. Your office approved these dolphins and required installation of certain lighting for use of navigators on the river. The substructure contractor will soon complete his work and remove the temporary dolphins and lights.

In order to provide necessary lights for river navigators during the hours of darkness, we plan to install a continuous burning 180° red light on both the upstream and downstream ends of the pier on each side of the main channel. A continuous burning 180° amber light will also be installed on the channel side of each pier at an elevation approximately 15 feet above the red lights. The intensity of these lights will be the same as that of the amber lights now on the temporary dolphins.

If construction activities should cause the main channel to be blocked during hours of darkness, river traffic will be detoured to an opening

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The COLUMBI

No. 253 Tuesday, July 31, 1979

©The Columbian 1979, Vanc

I-205 piers marching two by two

All but two sets of I-205 bridge piers, which will support the span between Government Island and the Washington shore, are above water. The missing piers will rise where the barge and crane are working. The piers are only half as tall as they will be when the bridge deck is started. The aerial view, above, looks north from above Government Island. The $178 million project is scheduled for completion in late 1982. *(Staff photo by Reid Blackburn)*

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1979, Vancouver, Washington (

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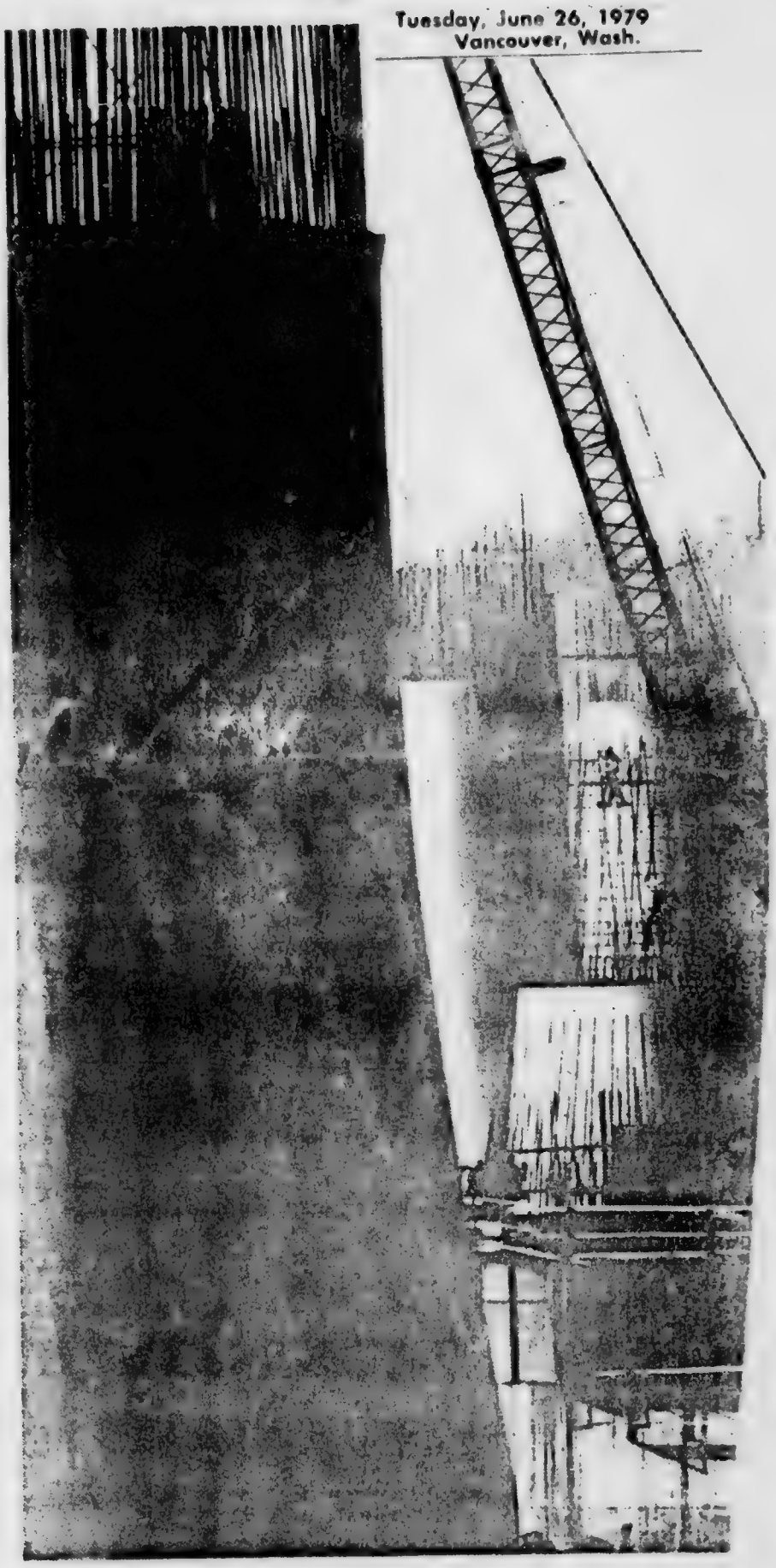
Tuesday, June 26, 1979
Vancouver, Wash.



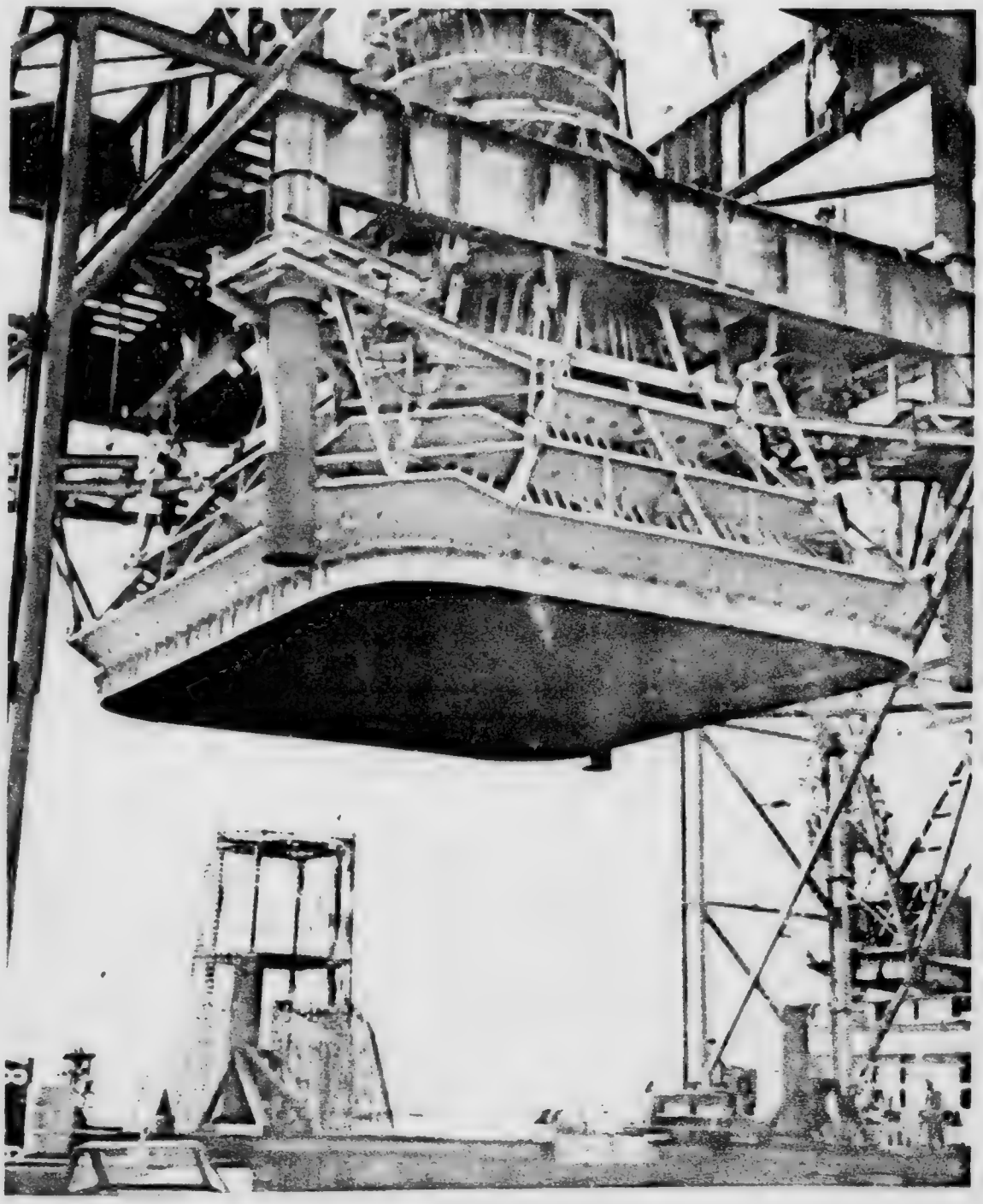
Scaling the cage

Climbing a steel framework on piers jutting from the Columbia River is all in a day's work for workers on the Interstate 205 bridge project. When the reinforcing bar is in place, concrete will be poured around it. Photo looks south from the Washington shoreline, and 500-millimeter lens compresses the piers, which are several hundred feet apart. *(Staff photo by Ralph Perry)*

HYDRAULICS COMES OF AGE/EXCLUSIVE CE STAFF REPORT

Giant Bridge Forms Get A Hefty Hydraulic Lift

Winches ease in 500-ton pier-casting units
that do double duty as underwater caissons



Left: Poised for its plunge to the bottom of the Columbia River, 500-ton pier form that doubles as a cofferdam is zeroed-in on target by a floating lift rig. Four Skagit hydraulic hoists with twelve-part lines gently lower the awkward load onto piles driven into the river bed. (Above) With form in place and sealed at its bottom cutting edge, lifting assembly can be floated off. Then pumps dewater the form/cofferdam so concrete pour can begin

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PRACTICAL new ways to put modern hydraulic power to work sparked an innovative bridge-building approach that saved an Oregon contracting team on-site time and money. Willamette-ACI-General, low bidder on the $30.2 million substructure contract for a new Columbia River Bridge, prefabricated huge pier cofferdams that also served as forms. And then assembled a lifting system that gave hydraulic muscle to the job of spotting the forms.

"Super Lift" is the name of the 600-ton-capacity lifting device with hydraulic winches that pick up 350- and 500-ton pier forms, and set them down on the river bottom foundation to act at once as concrete forms and their own cofferdams

"Super Sink" is the name of a special barge that carries prefabbed resteel cages to the "Super Lift," sinks itself so the "Super Lift" can come in over the rebar cages and mate the rebar cages to the special bell form.

"Super Mix" is the name of a unique floating concrete plant that carries enough materials aboard to manufacture and place 2000 cy of high-spec concrete controlled to within specification temperature, and at any slump the engineers want.

Here's how these special machines fit into the overall project:

Dredge starts it off

The bridge substructure rests on the Troutdale formation—a very dense conglomerate of sand and gravel so tough it must be drilled and shot. It's overlain by river sand. On the Washington side, the Troutdale is close to the sand surface. On the Oregon side, it's deeper. In any case, about 1 million cy of excavation was necessary to provide access for the special bridge-building equipment, to develop a glory hole in which to build the bell piers, and to open up a workable waterway for all the equipment

Dredging involved a ticklish piece of timing. It can't be completed until just before the pier site is ready for pile driving and setting of a special bell form. Dredge too early, and the inflow of river sand will backfill all the sand that was taken out. That's only one of the headaches Project Manager Roger Brown has to live with.

The work is being done by both

Target-in underwater piles with pinpoint accuracy

hydraulic and clamshell dredges. So far, it's been timed nicely with the work that follows.

Enter "Green Giant"

According to Willamette-Western President Arthur A. Riedel, the "Green Giant" is the most flexible marine pile driver ever built. Incorporating the latest technology, it's capable of installing piles up to 225 ft long, and weighing 30 tons. It was built three years ago by Willamette-Western in its headquarters yard at the Foot of Portsmouth Street in Portland.

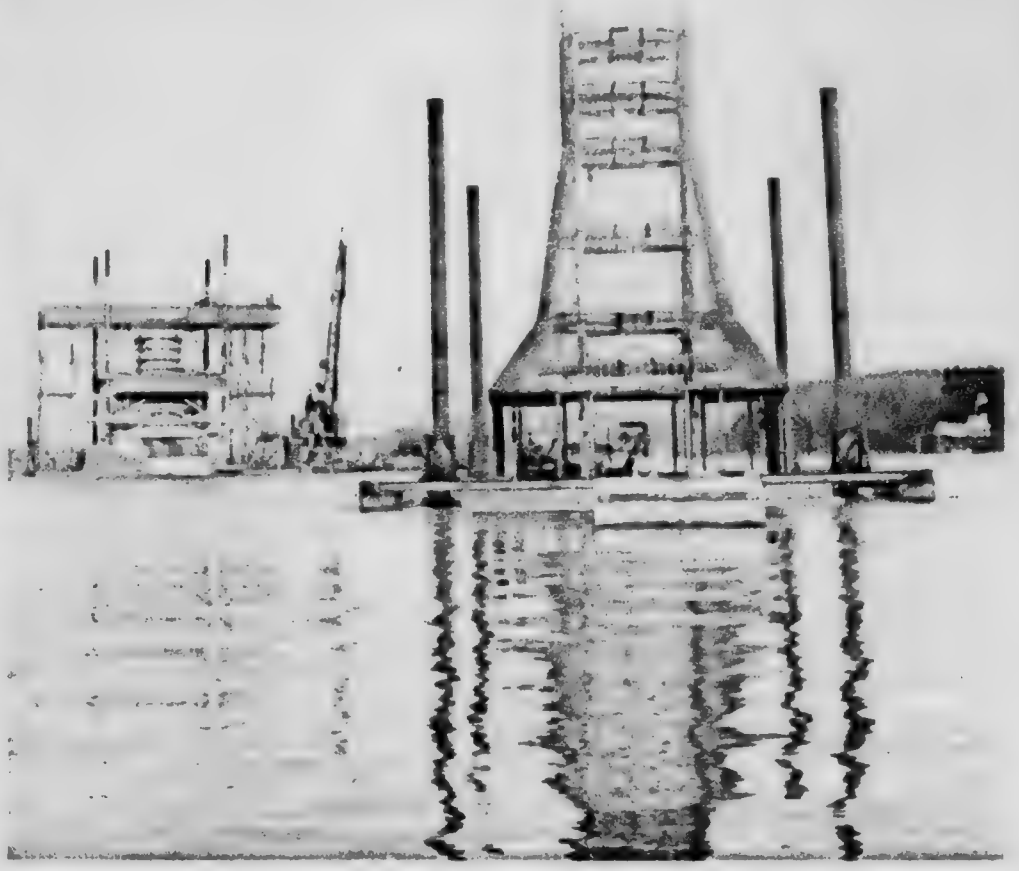
The custom-designed pile driving unit is mounted on a deep draft 138- by 52-ft steel barge. The main leads extend more than 120 ft above deck level and the inner leads can telescope an additional 100 ft below the water surface. Pile handling and rigging capabilities are supplied by a 225-ton American 9310 crawler crane, mounted amidship, and equipped with a 200-ft boom.

The "Green Giant" carries a 40,000-ft-lb torque drill for augering, and a 350-hp steam boiler for the driving hammer. Main drive comes from a 1200-hp diesel engine capable of powering a 700-hp hydraulic system, a main generator, and other auxiliary systems. The big pile driver has two hydraulic Skagit winches one with five drums for anchoring and the other with six drums for the main hoist lines

"Green Giant" has the unique capability of drilling a pilot hole, cleaning out the material and inserting and driving a pile without realigning the barge. Additionally, because of the independent travel capability of the leads across the barge front, as many as eight piles on a 7-ft spacing can be driven without moving the barge.

The equipment is designed to drive both plumb and batter piles On its first assignment it drove 1300 piles (about 32-lineal-mi total length) into very dense glacial till at a major submarine base

The "Green Giant" is uniquely qualified for the I-205 bridge project because of the capability that was built into the machine. A vibratory hammer drove special high-strength Arbed H-Z piles 100 ft long and equipped with special HARD-BITE cast steel points in the main channel pier cofferdams. And "Green Giant" put in HP14 x 117 bearing piles, with Pruyn points, called for in those piers being constructed by the contractors' bell-form system.



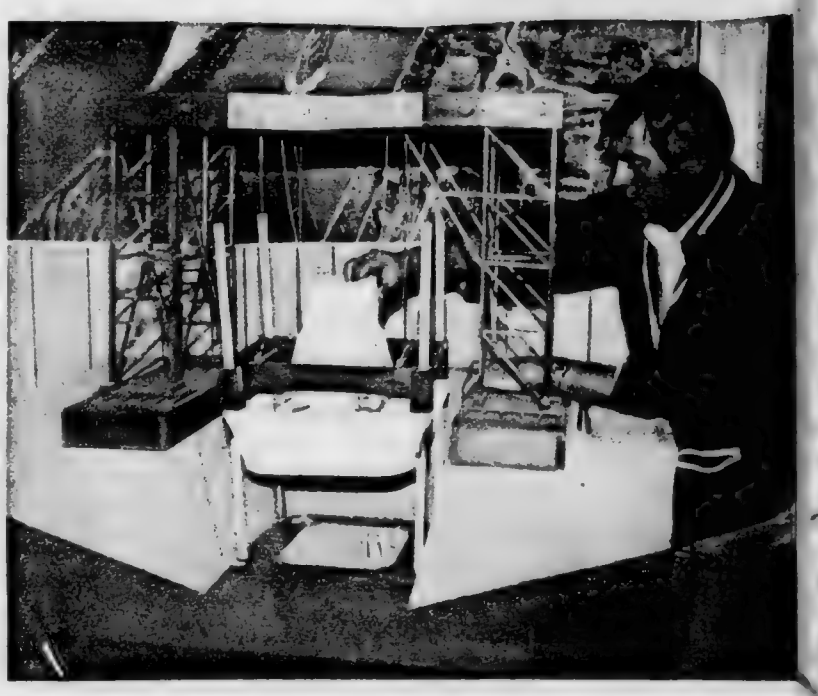
Above: Full-height pre-built reinforcing bar cage rides to its mid-river location aboard "Super Sink"—a waterborne carrier that later is flooded to dunk the assembly into position on the river bottom (Right) Super-sized pile driver augers pilot holes then sinks H-sections weighing up to 30 tons, at 225-ft length

The interlocking H-sections, rolled with upsets on both edges of each flange that hold a full-length connecting bar, are being used for two cofferdams. The piles are 100 ft long and were shipped full-length from the mill to Portland. With the interlocking bar welded on, the assembled unit has a section modulus of 244 cu in. per lin ft of wall The comparable section modulus of a PZ38 is 46.8 per lin ft of wall. The Arbed piles are assembled around an accurately fabricated structural frame that utilizes 24- to 36-in.-dia thick wall pipe for long spuds and cross struts.

The bearing piles are something else because of the driving accuracy required

On a normal pile driving job above water, where you can see, accuracy is usually measured in the length of a pile between the ground line and its point of cutoff," explains Roger Brown. "You can pull a pile back into line. On this job we can't do it. And we can't let a piling go out of location, because then, when the form comes down over it, it would hit and not fit the pile pattern or not serve its design function if it goes too far the other way So these pilings have to be driven within inches of accuracy. And cut off accurately, too, underwater We're not allowed to drive underwater or use a follower."

For that reason, an ultra-precise underwater template comes into play. It is three-sided, with an open end to allow the "Green Giant" to enter. Below water, at cutoff elevation, a four-sided tubular ring forms an integral part of the template structure. Lowered to grade, and surveyed in for precise location by Disstomat transits, the template spots the position of every bearing pile in the pattern.



"You have to allow for the unexpected. For instance, the form has spud pockets that give 6-inch leeway for lining up the awkward load."

Roger Brown

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The outer row of piles in a pattern are the trickiest of all, because they are driven on a batter. Alignment is so critical that for months a warning light was rigged up that would tell the pile-driver foreman if contact was being made between the pile and the template. Veteran pile-driver men soon learned to feel when that happened, too so the light is no longer used.

Bell forms a first

Unique on this project is the contractor's approach to building the pier substructure as it has never been done before—at least on this magnitude.

Working for Oregon DOT, designers Sverdrup & Parcel had designed a precast bell made up of segments that would rest in an excavated glory hole at the bottom of the river. The segments had holes as guides for pile driving grout holes and so on. After the piles were driven, other sections would be set on top and stacked until the pier footing was clear of the river surface. The sections would then be sealed, a tremie concrete seal placed, the form dewatered, and construction completed.

Instead, the contractor's approach was to cast the pier in place. They could do it by designing a large steel unit which would be used not only as a form, but as a cofferdam as well. After driving the piles, it would be set in the river bottom on the foundation and a concrete seal placed. The form-cofferdam would then be dewatered and construction completed to a point about 10 ft above river surface.

Contractor spokesmen give Ewing Records, Inc., of Converse, Texas much credit for designing and redesigning the special forms until they were highly successful. Made of steel they weigh 350 tons and 500 tons depending on the size of the pier.

One of the big concerns, of course was the matter of stripping these forms after they had sat in place for a month picked up sand on their ribs, and were filled with concrete. So the contractor had the designers provide five guarantees, with overkill.

- Water jets are scattered throughout the surface of the form. They hook to a high-pressure water system with a spring-loaded device. When the water is turned on before stripping, it seeps between the form and concrete surface lubricating and creating enough force to pop the form loose.
- Special heavy grease is also used on the forms. It is not soluble in water, so no environmental problems exist since it adheres to the concrete underwater when the form is stripped.
- The bell-form barge carries four

Mix plant on a barge can batch 2000 yd without refills

150-ton hydraulic jacks. That's 600 tons capacity, to lift a 500-ton maximum deadweight load. And if that doesn't work, the "Super Lift" can move back in and help with its 600-ton capacity—a total of 1200 tons.

• A beam can be placed atop the concrete and hydraulic jacks can help break the form loose. There are also some threaded special connectors underwater that allow a bolt to be physically screwed into the concrete to break it loose from the form.

Brown tried two small forms before he moved to the big ones. They stripped off easily with only the water blast assist—and that only a few tons over the deadweight of the form.

"Needless to say," Brown grinned, "we had a real celebration that night. We were real happy about the whole thing."

He adds that the bigger form is a little trickier to strip than the smaller one. It has picked up in-fill sand around the ribs, is connected to concrete, and other friction is built up by the seal that was placed inside. But it is working nicely.

"Super Lift" sets forms

Now it's time for "Super Lift," a 600-ton lifting device made up of 90-ft-high steel trusses mounted catamaran-style on two barges. Beams across the top carry special hydraulic hoists whose lines are 12-parted. Each of these four hoists can pick up 150 tons. In a way, "Super Lift" is simple and uncomplicated—but it's hell for stout. All of its functions are controlled by an operator in a central elevated station—a nerve center that controls hoisting, anchoring, and positioning winches. Hoists on the barge are Skagits; winches were made by Kim Equipment Company. They are split-drum devices.

When "Super Lift" is ready to set the pier form, "Super Sink" is also ready to do its job. On its barge deck, iron-workers have prefabbed the reinforcing steel cage which is placed in the bell-form concrete. "Super Sink" is a specially designed barge which can actually sink and refloat

With "Super Sink" making like a submarine, "Super Lift" floats in over the rebar cage with the pier form hanging from its four hoists. The rebar cage is now raised into correct position by refloating "Super Sink" and is secured inside the form. Then the lift barge carries the combined form and rebar cage out into the river and begins to lower it into position. That's when the fun starts.

CE asked Roger Brown, "Does the form want to pull any tricks while it's lowered?"

Yes and no," Brown said. "The river current does tend to deflect the form slightly. In set position, 'Super Lift' is on its anchors and spuds. It can wiggle slightly. The jacking frame, suspended on the lift barge by four cables, can also move. The form itself is held by main hoist blocks which are at another point on 'Super Lift'. So you have three independent pendulums. They don't allow much movement—but some.

"We lower the form within a few feet of the bottom. At that time, we thread and drive the spuds after positioning has been surveyed. We have spud pockets on the form that can move the form about 6 in. one way or another. By using those, we set the form down accurately, where it's supposed to go."

After the initial seal pour, the remaining reinforcing steel mat is placed inside the form, everything is cleaned up, and the crew is ready to place concrete. While this work is underway, another rebar cage is being assembled on the refloated "Super Sink" by ironworkers.

"Super Mix" wraps it up

Realizing that placing 100,000 cy of concrete in the Columbia River was no small task, project planners felt the best way to get mix out there was to build a floating concrete plant. It, too, was designed and built in Willamette-Western's Portland yard. It holds enough sand and aggregate to manufacture and place 2000 cy before replenishment. Then supplies are barged upriver from Portland.

The floating batch plant is mounted on a 275-ft-long barge, 60 ft wide and 18 ft deep. On the barge is a Rexnord Model 40 concrete plant with a Rex 6-yd mixer. This rig also carries two Thomsen 2001 concrete pumps, bucket elevators, electric pumps for its ballasting system and miscellaneous other equipment. The floating factory also carries ice-chipping equipment, a hot water system and ballast tanks which trim the barge all the time as its cargo shifts and varies. The plant easily averages 150 cyh on production pours, and has placed 170-180 cyh at a time.

Because some of these pours go up to 12,000 cy, and last as long as 80 hr, it

was vital to figure some way, in case of the failure of a major component, to keep the pour alive. On "Super Mix" that's been done by duplicating major components and functions.

"With this big, specialized equipment, you can't duplicate it with a telephone call like you can if a push-Cat or scraper breaks down. You lose one scraper out of a fleet, and it doesn't bother you all that much. When this big specialized equipment breaks down, everything's down," said Brown.

But the job is moving along smoothly despite the need for some drilling and blasting in the Troutdale formation. That's being handled as a matter of course. An approach contract on the Washington side, held by Peter Kiewit Sons Company, is underway. Oregon DOT handles approach and bridge pier contract lettings from the Washington shore across and into Oregon. Eventually, five major contracts will be needed to complete the job.

Willamette-ACI-General didn't confine its planning entirely to exotic special equipment. For pragmatic construction, you can't beat its selection of a field jobsite. Not far from the job was a venerable salmon cannery, largely abandoned. The contractors bought the site, cannery building and all. That's being used as a field warehouse. The close-in location justifies the purchase in time, travel and fuel saved controlling the job. □

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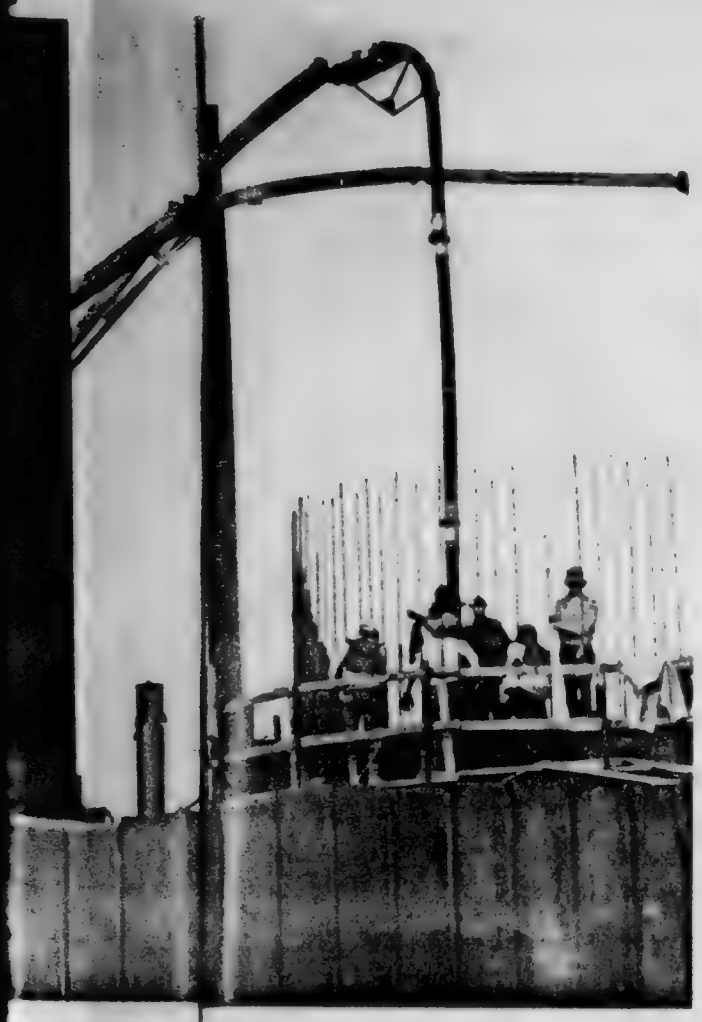

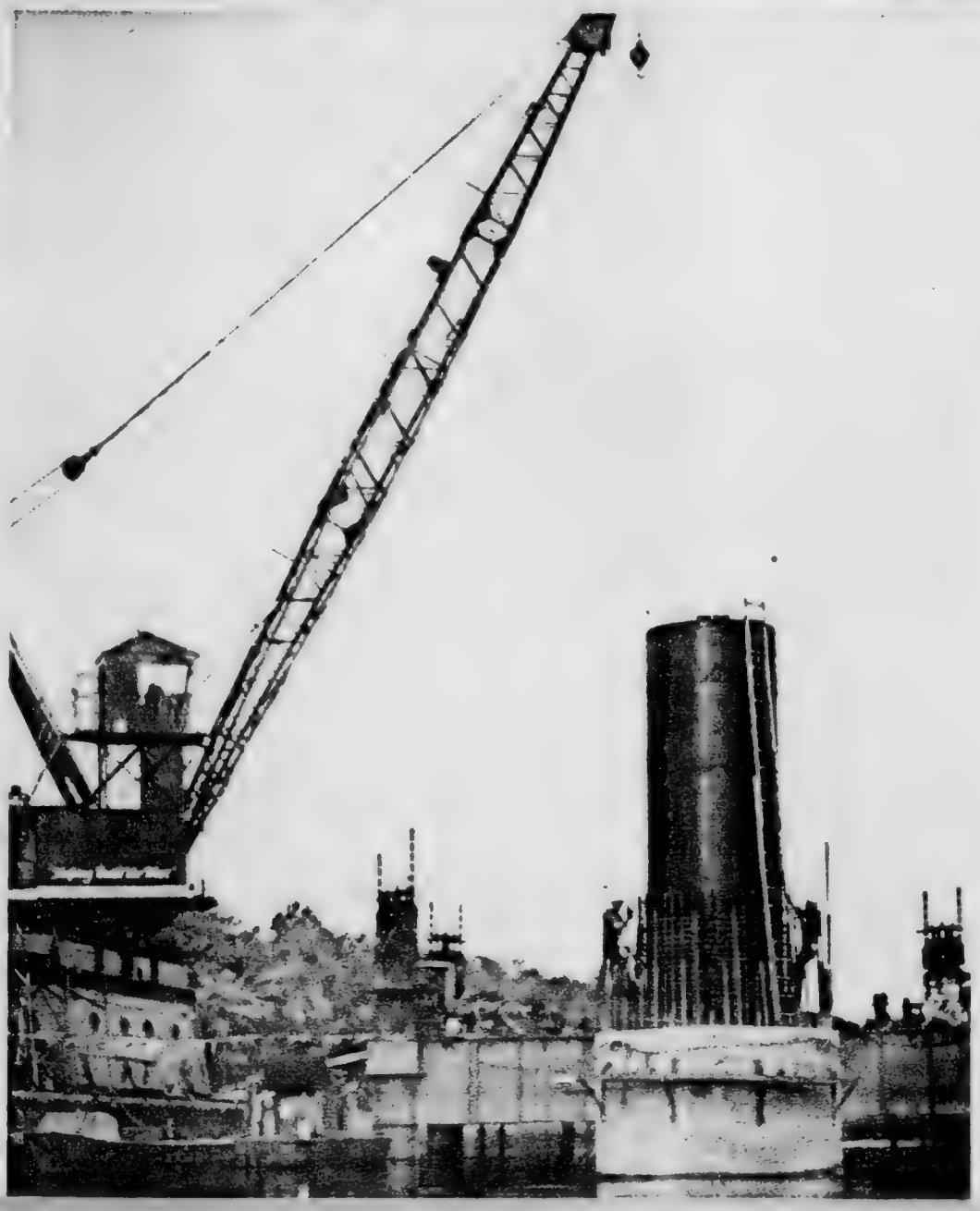

Above left: With floating concrete plant pulled up close enough for direct transfer of mix, Thomsen pump's boom line reaches into cofferdam to complete a pour. Floating set-up includes a Rexnord Model 40 batch plant with a Rex 6-yd mixer, two Model 2000 concrete pumps—and ice-making equipment for hot-weather pours. (Above) Using a tractor-backhoe for a carrier, worker directs water blast against tremie concrete to clear away loose material (Left) Floating derrick lends a helping hand as pier forms rise above water level

Moving along

Dotting the Columbia's north channel, piers for the Interstate 205 bridge rise from the river Willamette-ACI-General crews are working to meet a June 1980 deadline for the first phase of the pier work, and should be done slightly ahead of schedule, project engineer Dave Jones said today. Sixteen of 30 piers have been built to half their final height. In the foreground is a 1,200-foot-long embankment on Government Island in Oregon that will support bridge lanes. Photo looks north into Washington. *(Staff photo by Jerry Coughlan)*

Friday, May 25, 1979
Vancouver, Wash.
The COLUMBIAN

Suspended from "Super Lift," a 61-foot-tall form for concrete piers awaits transport to next pier site.

The right tool for the right job

$1 million gadget specially made for bridge project

By THOMAS RYLL
Columbian Staff Writer

It's a typical home handyman's dilemma: You just

for bridge project

Inside the steel pier form, a welder in a crane-mounted basket repairs split seams

By THOMAS RYLL
Columbian Staff Writer

It's a typical home handyman's dilemma: You just can't find the right tool for the job.

It was the same problem for engineers planning construction methods for the concrete and steel piers that will support the Interstate 205 bridge — but magnified a thousandfold.

The answer, for contractor Willamette Western Corp., was to make the "tool" — a $1 million framework of structural steel beams resting on two barges. When the job is done, the device might never be used again.

Called the "Superlift," the gargantuan lifting machine, after some initial apprehension that the idea would work at all, has proven its worth 18 times thus far in the $175 million project.

The floating lift takes care of setting big cages of steel bar, surrounded by a steel form, on the river's bottom, within 6 inches of a specific location.

Once the form and cage are in place, the structure is pumped full of concrete.

When the concrete has dried, the 50-ton form is popped off the concrete like a huge popsicle form.

So far, the under-the-river pier pouring has had few problems, said Bob Bittner, chief construction division engineer of Willamette Western.

"We were worried that we would be able to use the thing only once — that we would cast a pier and the form wouldn't come off."

The form is welded steel sheet, 62 feet high, and looks somewhat like an upside-down, flat-bottomed empty ice cream cone.

The principle of pouring concrete underwater and lifting off the mold has been used before, but the I-205 forms are believed the largest ever used, said Bittner.

There is nothing fancy about one trick used to make the whole works come apart: Grease is smeared inside the form. Water pressure also is used to pop it off.

Once apart, the form is pulled out of the water by the Superlift, and is cleaned and regreased.

A crew of five handles the machinery during lifting and setting operations.

Original Oregon Department of Transportation plans called for pouring the piers on land in four segments, and barging each into the river, for stacking like a column of checkers.

Despite the weight of the largest segments, which would have been about 250 tons, Willamette Western engineers feared the concrete pieces would have an eggshell delicacy because of their relatively thin sides, Bittner said.

Like a huge erector set, the Superlift probably will be dismantled and the pieces reused after the I-205 job, unless needed at another project.

"It would last forever if we could keep finding somewhere to use it," Bittner said.

Staff photos by Tom Ryll

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Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 10, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette-ACI-General, Joint Venture
Contract 8526

We have received your Safekeeping Receipt 216016 covering savings certificate 432321 for $307,987.50. This brings the total pledged to Contract 8526 to $1,311,797.33.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette, ACI, General, A Joint Venture

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

C. W. HEAD

Form 61-734-3122 (Rev 7-77)

Oregon shore tough on tax

By THOMAS RYLL
Columbian Staff Writer

You might say Eugene Elton and some of his co-workers suffer from pier pressure.

Elton, who lives at 3502 Yeoman Ave. in Vancouver, spends most of his workday at the Interstate 205 bridge construction site just south of Highway 14.

He is a welder in a shop there.

But every time he boards a boat for Pier 12, a concrete-and-steel monolith in the river that someday will be part of the bridge, he must pay Oregon state income tax.

Supervisors have told Elton and other workers on the pier to keep track of the hours they spend there, so the tax can be withheld from their paychecks.

"It really gets under my skin," said Elton, 57. "We don't even touch ground in Oregon. Never."

During one pay period he spent 14 hours in Oregon and paid $10.44 in Oregon state tax. Another time, he was on the pier eight hours and paid $3.

Elton works for Willamette-ACI-General, a consortium of three firms working on the piers.

He said he made three trips to Gov. Dixy Lee Ray's Southwest Regional Office to get an answer to his problem.

He was told on the last visit Pier 13 is just south of the Oregon-Washington boundary, and he and the other workers would have to pay the tax.

That was four weeks ago, "but it still keeps bugging me," Elton said.

Oregon has the law and several court decisions on its side to help squeeze out those last few tax dollars.

Eugene Elton heads out into the river.
(Staff photo by Barbara Gundle)

"It isn't necessary to set foot in Oregon to have to pay income tax," said Clarence Webber, supervisor of the Oregon Department of Revenue's audit division conference section — where taxpayers can take their questions and complaints.

Workers at Bonneville Dam took a similar situation to court in 1963 — and won.

But in the second round, the Washington Supreme Court upheld Oregon's right to collect the tax.

The state's right to tax non-residents for work done in Oregon was supported by a U.S. Supreme Court decision in 1974.

Webber said the boundary between Oregon and Washington is at the middle of the navigable channel, which often is not at the middle of the river.

At the I-205 bridge site, piers 12 and 13 straddle the boundary, said a Washington Department of Transportation employee.

Even tugboat operators maneuvering log rafts must pay Oregon's income tax while they are in Oregon waters, even if they are Washington residents.

"They don't think that's very fair either," said Webber.

"It's just another one of those frustrations with government."

The COLUMBIAN

No. 154 Friday, April 6, 1979

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Heading for water

One section at a time, crews for Peter Kiewit and Son of Vancouver and two sub-contractors are moving toward the river at the Interstate 205 bridge construction site. They have completed one of 12 spans between the shore and State Road 14 at bottom left. All but one of the piers that will support the spans on Washington soil have been completed. The first phase of pier work in the north channel between Government Island and Washington is 68 percent completed. See story on Page 9.
(Staff photo by Jerry Coughlan)

Interstate 205 bridge piers march through the mud toward the Columbia River and a worker carries a load across a construction scaffolding. *(Staff photo by Ralph Perry)*

You ca peer a the pie

By THOMAS
Columbian Sta

Concrete and steel feet, their
bia River mud, are taking shape
nel north of Government Island

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Harwood said that awarding
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Sightseers on the Oregon side
pier 17, just north of Marine Dri
Willamette-Western Corp. also
service dock for boats used in p
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On Thursday, bids for the larg
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Work should begin in early
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lights.

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Jim Brosio, project engineer fo
the bridge.

Simultaneously, workers have
spans atop piers between State R
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each.

Completion of each span move
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process again for the six spans

There are about 40 workers on
Completing each span requires
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The process increases the ten

Work on Washington's portio
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Without unusually bad weathe
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1982, said Harwood.

A critical period will be sum

"If you lose summer (becaus
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hrough the mud toward the Columbia River and a worker carries a ling. *(Staff photo by Ralph Perry)*

You can peer at the piers

By THOMAS RYLL
Columbian Staff Writer

Concrete and steel feet, their "toes" buried in Columbia River mud, are taking shape in the river's main channel north of Government Island.

The feet are the footings and piers that someday will support the weight of cars, trucks and thousands of tons of bridge when the Interstate 205 span between Washington and Oregon is completed.

A $30.3 million contract calls for completion of piers in the north channel to half their ultimate height, and that work is 68 percent complete, said Al Harwood, Oregon Department of Transportation project engineer.

The first concrete was poured in September 1977, and completion of the half-piers is a year away, "if the weather cooperates," said Harwood.

Work on piers in the south channel is just getting started, said Harwood, as part of a $36 million job. On Government Island, soil has been pumped out of the river and piled into an embankment that will support the bridge's four lanes.

Harwood said that awarding of contracts is "probably six months behind schedule," but that work should be completed on schedule.

Sightseers on the Oregon side can see the beginning of pier 17, just north of Marine Drive. Crews for contractor Willamette-Western Corp. also are building a temporary service dock for boats used in pier construction. Excavation for in-channel piers has begun.

On Thursday, bids for the largest single contract of the $175 million project will be opened in Salem. Expected to be about $75 million, the contract will cover completion of piers and construction of nearly 2 miles of deck. When completed, the bridge will stand 150 feet above the river at the average low water level, measured at the center of the north channel span.

Work should begin in early summer, Harwood said, with completion of the deck one year later. That contract will not include actual paving and installation of signs and lights.

In about two weeks, crews working for contractor Peter Kiewit and Son of Vancouver will complete the last of seven piers between State Road 14 and the river, said Jim Brosio, project engineer for Washington's chunk of the bridge.

Simultaneously, workers have completed the first of six spans atop piers between State Road 14 and the shoreline. The first span is 244 feet long, the rest are 290 feet long each.

Completion of each span moves the project closer to the shoreline. When the sixth span is complete, everyone will pack up and move back to State Road 14, to start the process again for the six spans of the southbound lanes.

There are about 40 workers on the job now, said Brosio. Completing each span requires three phases of work: building a network of steel reinforcing rod, pouring concrete and post-tensioning.

Tensioning is the secret of the bridge's strength, and relies on thousands of miles of cable tightened like piano strings — with hydraulic jacks.

The process increases the tensile strength of concrete.

Work on Washington's portion should be done in late 1981, said Brosio.

Without unusually bad weather and no major strikes, ribbon cutting time for the whole undertaking may be late 1982, said Harwood.

A critical period will be summer 1982, he said.

"If you lose summer (because of a strike) you're just out of it," he said. "It could take another year."

8526

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 26, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy
Safekeeping Officer

Re: Willamette ACI General, Joint Venture
Contract 8526

We have received your Safekeeping Receipt 215211 covering savings certificate 418054 for $154,596.67. This replaces safekeeping receipt 214611 which matured 1/16/79. This brings the total pledged to contract 8526 to $981,672.64.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette Western Corp., Alaska Construction, Inc. and
General Construction Co., a Joint Venture

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev. 7-77)

#8526

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette ACI General, Joint Venture

We have received safekeeping receipt 214952 for $300,000.00 savings certificate. The total on deposit assigned to our contract 8526 is now $979,075.97.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette ACI General, Joint Venture

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev 7-77)

8526

?

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 2, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette Western Corp. Alaska Constrction, Inc.
and General Construction Co., Joint Venture
Contract 8526

Please correct our letter of November 1978 regarding safekeeping receipt 214611. The savings certificate was for $152,000 not $150,000 as indicated in our letter.

This increases the total on deposit for this project to $679,075.97.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette Western Corp. Alaska Construction, Inc. and
General Construction Co., Joint Venture

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev 7-77)

5526

Papers accepted 12-23-83 by Stipulated Renewal

In the Circuit Court of the State of Oregon

for the County of Multnomah

Orig to Sollis

Copy - mailed counter

KENNETH P. HARRILL,

Plaintiff

vs.

WILLAMETTE-WESTERN CO., an Oregon corporation, HIGHWAY DIVISION OF THE STATE OF OREGON and DEPARTMENT OF TRANSPORTATION OF THE STATE OF OREGON,

Defendant

No. A8310-06495

SUMMONS

H.S. COULTER

To Department of Transportation
of the State of Oregon
Salem, Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Dennis H. Elliott
SIGNATURE OF OREGON RESIDENT ATTORNEY

Dennis H. Elliott
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ Dennis H. Elliott
ATTORNEY(S) FOR PLAINTIFF(S)

ELLIOTT & FREEDMAN
ATTORNEYS FOR PLAINTIFF
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1690

FRED MILLER

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

PROOF OF SERVICE

STATE OF .....
County of ..... } ss.

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ....., *by delivering such true copy to him/her, personally and in person, at* ....., *on* ....., *19*....., *at* .....*o'clock* .....*M.*

Upon ....., *by delivering such true copy to him/her, personally and in person, at* ....., *on* ....., *19*....., *at* .....*o'clock* .....*M.*

Substituted Service Upon Individual(s)**

Upon ....., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ....., *to* ....., *who is a person over the age of 14 years and a member of the household of the person served on* ....., *19*....., *at* .....*o'clock* .....*M.*

Upon ....., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ....., *to* ....., *who is a person over the age of 14 years and a member of the household of the person served on* ....., *19*....., *at* .....*o'clock* .....*M.*

Office Service Upon Individual(s)**

Upon ....., *at the office which he/she maintains for the conduct of business at* ....., *by leaving such true copy with* ....., *the person who is apparently in charge, on* ....., *19*....., *during normal working hours, at to-wit:* .....*o'clock,* .....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon .....*, by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to ..... *who is a/the* *..... *thereof; OR*

(b) leaving such true copy with ....., *the person who is apparently in charge of the office of* ....., *who is a/the* *..... *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ....., *on* ....., *19*....., *at* .....*o'clock* .....*M.*

DATED....., *19*.....

.....
SHERIFF

By.....
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED....., *19*.....

.....
SIGNATURE

.....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, *of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.*

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

KENNETH P. HARRILL, Plaintiff, v. WILLAMETTE-WESTERN CO., an Oregon corporation, HIGHWAY DIVISION OF THE STATE OF OREGON and DEPARTMENT OF TRANSPORTATION OF THE STATE OF OREGON, Defendants.	NO. A8310-06495 COMPLAINT - NEGLIGENCE - PERSONAL INJURY (Automobile)

Plaintiff alleges:

I.

Defendant Willamette-Western Co. is an Oregon corporation. Defendants Highway Division and Department of Transportation are official agencies of the State of Oregon. Within 180 days of the occurrence of the injury herein, plaintiff provided notice to those defendants, pursuant to ORS 30.275.

II.

On or about October 20, 1981, plaintiff was a passenger in a 1970 Chrysler Newport being operated by Michael Lovato. The car was going westbound on Marine Drive through the construction area of the I-205 bridge. The driver of the car lost control of the vehicle and it impacted broadside on a concrete barricade located along the south shoulder of Marine Drive, directly under the I-205 bridge. Placement of the concrete barricade and warning signs in connection with the construction area were under the direct control and supervision of defendants.

ELLIOTT & FREEDMAN
Attorneys at Law
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1690

III.

Defendants were negligent in the following particulars which proximately caused the injuries of plaintiff when the car in which he was riding struck the concrete barricade:

a. In failing to properly warn of the construction activity in the area; and

b. In placing the concrete barricade in an unreasonable location given the existing circumstances.

IV.

As a direct and proximate result of the negligence of defendants, plaintiff has suffered severe pulmonary contusion, together with multiple pulmonary emboli, together with a dislocation and fracture of his left shoulder and fracture of the right femur, resulting in permanent injury to the left shoulder and right leg, all to plaintiff's general damage in the amount of $750,000.

V.

Plaintiff has further incurred reasonable and necessary medical expenses in the amount of $50,000.

VI.

Plaintiff has further incurred special damages in the form of lost wages in the amount of approximately $35,000.

WHEREFORE, plaintiff prays for judgment against defendant in the amount of $835,000, together with plaintiff's costs and

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ELLIOTT & FREEDMAN
Attorneys at Law
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1690

disbursements incurred herein, and such other relief as this court deems just and proper.

Respectfully submitted,

ELLIOTT & FREEDMAN

By: _____
Dennis H. Elliott OSB 74086
Of Attorneys for Plaintiff

ELLIOTT & FREEDMAN
Attorneys at Law
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1690

P526

Copies accepted
12-23-83 by
Florence Weaver

In the Circuit Court of the State of Oregon

for the County of Multnomah

KENNETH P. HARRILL, Personal Representative for the Estate of Tresa Kay Cline,

Plaintiff

vs.

WILLAMETTE-WESTERN CO., an Oregon corporation, HIGHWAY DIVISION OF THE STATE OF OREGON and DEPARTMENT OF TRANSPORTATION OF THE STATE OF OREGON,

Defendant

Orig
To Collins
copy - mailed
Counsel

No. 8310-06496

SUMMONS

HB FOUR

To Department of Transportation
of the State of Oregon
Salem, Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/Dennis H. Elliott
SIGNATURE OF OREGON RESIDENT ATTORNEY

Dennis H. Elliott
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ Dennis H. Elliott
ATTORNEY(S) FOR PLAINTIFF(S)

ELLIOTT & FREEDMAN
ATTORNEYS FOR PLAINTIFF
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1690

FRED MILLER

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

PROOF OF SERVICE

STATE OF .....
County of ..... } ss.

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ....., *by delivering such true copy to him/her, personally and in person, at* ....., *on* ....., *19*....., *at* .....*o'clock* .....*M.*

Upon ....., *by delivering such true copy to him/her, personally and in person, at* ....., *on* ....., *19*....., *at* .....*o'clock* .....*M.*

Substituted Service Upon Individual(s)**

Upon ....., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ....., *to* ....., *who is a person over the age of 14 years and a member of the household of the person served on* ....., *19*....., *at* .....*o'clock* .....*M.*

Upon ....., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ....., *to* ....., *who is a person over the age of 14 years and a member of the household of the person served on* ....., *19*....., *at* .....*o'clock* .....*M.*

Office Service Upon Individual(s)**

Upon ....., *at the office which he/she maintains for the conduct of business at* ....., *by leaving such true copy with* ....., *the person who is apparently in charge, on* ....., *19*....., *during normal working hours, at to-wit:* .....*o'clock,* .....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon .....
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)
, *by*

(a) delivering such true copy, personally and in person, to ..... *who is a/the* *..... *thereof; OR*

(b) leaving such true copy with ....., *the person who is apparently in charge of the office of* ....., *who is a/the* *..... *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ....., *on* ....., *19*....., *at* .....*o'clock* .....*M.*

DATED....., *19*.....

.....
SHERIFF

By.....
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED....., *19*.....

.....
SIGNATURE

.....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

I HEREBY CERTIFY THAT THE FOR[illegible]
IS A COMPLETE AND CORRECT COPY OF THE
ORIGINAL THEREOF.
Attorneys for [illegible]

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

KENNETH P. HARRILL, Personal Representative for the Estate of TRESA KAY CLINE, Plaintiff, v. WILLAMETTE-WESTERN CO., an Oregon corporation, HIGHWAY DIVISION OF THE STATE OF OREGON and DEPARTMENT OF TRANSPORTATION OF THE STATE OF OREGON, Defendants.	No. A8310-06496 COMPLAINT - NEGLIGENCE - WRONGFUL DEATH

Plaintiff alleges:

I.

Plaintiff is the duly appointed personal representative for the estate of Tresa Kay Cline. Defendant Willamette-Western Co. is an Oregon corporation. Defendants Highway Division and Department of Transportation are official agencies of the State of Oregon. Within 180 days of the occurrence of the injury herein, plaintiff provided notice to those defendants, pursuant to ORS 30.275.

II.

On or about October 20, 1981, decedent was a passenger in a 1970 Chrysler Newport being operated by Michael Lovato. The car was going westbound on Marine Drive through the construction area of the I-205 bridge. The driver of the car lost control of the vehicle and it impacted broadside on a concrete barricade located along the south shoulder of Marine Drive, directly under the I-205 bridge. Placement of the concrete barricade and warning signs in connection

ELLIOTT & FREEDMAN
Attorneys at Law
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1660

with the construction area were under the direct control and supervision of defendants.

III.

Defendants were negligent in the following particulars which proximately caused the death of decedent when the car in which she was riding struck the concrete barricade:

a. In failing to properly warn of the construction activity in the area; and

b. In placing the concrete barricade in an unreasonable location given the existing circumstances.

IV.

As a direct and proximate result of the negligence of defendants, decedent was killed in the collision. As a result, decedent's estate is entitled to the sum of $500,000 general damages for the loss of society, companionship, and services of decedent, and for pecuniary loss to decedent's estate.

WHEREFORE, plaintiff, as personal representative for the estate of Tresa Kay Cline, prays for judgment against defendants in the amount of $500,000, together with plaintiff's costs and disbursements incurred herein, and such other relief as this court deems just and proper.

Respectfully submitted,

ELLIOTT & FREEDMAN

By: /s/ DENNIS H. ELLIOTT
Dennis H. Elliott OSB 74086
Of Attorneys for Plaintiff

ELLIOTT & FREEDMAN
Attorneys at Law
Suite 400
1230 Southwest First Avenue
Portland, Oregon 97204
(503) 227-1600

8526

nig cc: OSH (Coulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-21-83

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	17	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-20-83	Thomas P. Lowe, Area Engineer	I-205-7(38)315

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-11-80	6-10-82	100 %	1040 days

APPROVED EXTENSIONS	LOCATION
--	See Below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER BRIDGE
N. CHANNEL SUBSTRUCTURE
Government Island Fill

The project provided for construction of the North Columbia River channel substructure of the I-205 bridge and the hydraulic fill across Government Island.

The final cost is $31,808,947. The original authorization was $34,462,047.

Value engineering saving to the State was $311,000.00 on this project.

The contractor's claim for excavation at Pier 12 for $708,370 was settled for $450,000. The settlement was documented by Price Agreement #30.

---TPL---

NOTED
W. E. SCHWARTZ
1/5

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Thomas P. Lowe (Original Signed by T. P. LOWE)		SIGNATURE: Glenn K. Hossner (Original Signed by G. K. HOSSNER)	
TITLE: Area Engineer	DATE: 12-20-83	TITLE: Field Operations Engineer	DATE: 1/3/84

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

8526

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-64 & 65		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 3	8-11-83	Project Number I-205-7(38)315

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 21 ,19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 26,123,378.00	$ 26,123,378.00
Federal funds	7,228,102.60 042 $ 16,868,100.40 045	7,200,964.49 042 $ 16,895,238.51 045
Other revisions		

This modification is made for the following reasons: to increase Appn Code 045 funds to utilize unobligated balance subject to lapse and decrease Appn Code 042 funds in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August ,1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oct. file

Oregon State Highway Division
Salem, Oregon August 2, 1983

Federal-Aid Project No. I-205-7(38)315

Columbia River Bridge (N. Channel Substructure) and Government Island Section
E. Portland Freeway
Multnomah County, Oregon & Clark County, Washington

REVISED PROJECT AGREEMENT ESTIMATE

Oregon Obligation
Type Code 0010
Roadway (Sta. 83+10 to Sta. 9+180)

Total same as previous estimates of 7-18-77, 6-16-81 & 9-15-82 $ 606,931.00

Oregon Obligation
Type Code X081
Structure (Bridge #9555)(Sta. 35+53.03 to Sta. 83+10)

Total same as previous estimates of 6-16-81 and 9-15-82 $ 25,516,447.00

Washington Obligation
Structure (Bridge #9555)(Sta. 28+97 to Sta. 35+53.03)

Total same as previous estimates of 7-18-77, 6-16-81 & 9-15-82 $ 7,044,289.00

Length of Roadway		0.220 mi.
Length of Structure		1.025 mi.
Cost of Roadway Per Mile	$	2,733,923.42

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	92.24%	045	$ 606,931.00	$ 559,833.00	$ 47,098.00
Structure	92.24	045	17,709,677.00	16,335,405.51	1,374,271.49
Structure	92.24	042	7,806,770.00	7,200,964.49	605,805.51
Total			$ 26,123,378.00	$ 24,096,203.00	$ 2,027,175.00
Washington Obligation					
Structure	90.64		$ 7,044,289.00	$ 6,384,943.00	$ 659,346.00
			$ 33,167,667.00	$ 30,481,146.00	$ 2,686,521.00

Oregon
Group 1 80%
Contract No. 8526
Prefix: 626-1091

Washington
Group 2 20%

8526

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-124 & 125		County Multnomah
PROJECT REPORT NUMBER -	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 9/20/82	Project Number I-205-7(38)315
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 21, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 26,123,378.00	$ 26,123,378.00
Federal funds	$ 7,388,013.00 (042) $16,708,190.00 (045)	$ 7,228,102.60 (042) 16,868,100.40 (045)
Other revisions		

This modification is made for the following reasons: to increase Appn Code 045 funds to utilize unobligated balance subject to lapse and decrease Appn Code 042 funds

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 15, 1982

Federal-Aid Project
No. I-205-7(38)315

Columbia River Bridge (N. Channel Substructure)
and Government Island Section
East Portland Freeway
Multnomah County, Oregon
Clark County, Washington

REVISED PROJECT AGREEMENT ESTIMATE

Oregon Obligation
Type Code 0010
Roadway (Sta. 83+10 to Sta. 94+80)

Total same as previous estimate of July 18, 1977 & June 16, 1981 $ 606,931.00

Oregon Obligation
Type Code X081
Structure (Bridge #9555)(Sta. 35+53.03 to Sta. 83+10)

Total same as previous estimate of June 16, 1981 $ 25,516,447.00

Washington Obligation
Type Code X081
Structure (Bridge #9555)(Sta. 28+97 to Sta. 35+53.03)

Total same as previous estimate of 7-18-77 & 6-16-81 $ 7,044,289.00

Length of Roadway ----------	0.22	mile
Length of Structure ----------	1.025	miles
TOTAL	1.247	miles

Cost of Roadway Per Mile ------$2,733,923.42

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	92.24%	045	$ 606,931.00	$ 559,833.00	$ 47,098.00
Structure	92.24	045	17,680,256.00	16,308,267.40	1,371,988.60
Structure	92.24	042	7,836,191.00	7,288,102.60	608,088.40
TOTAL			$ 26,123,378.00	$ 24,096,203.00	$ 2,027,175.00
Washington Obligation					
Structure	90.64	---	$ 7,044,289.00	$ 6,384,943.00	$ 659,346.00
			$33,167,667.00	$ 30,481,146.00	$ 2,686,521.00

Oregon	Washington
Group 1 - 80%	Group 2 - 20%

Contract No. 8526
Prefix: 026-1091

8526

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 7-144	FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
	7-21-77	Project No.: I-205-7(38)315

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Br. N. Channel Sub.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-3-77	1.247
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,424,332.00	$ 25,296,293.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Oberlander

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUL 21 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 18, 1977

Federal Aid Project
No. I-205-7(38)315

Columbia River Bridge (N. Channel Substructure)
and Government Island Section
East Portland Freeway Highway
Multnomah County, Oregon
Clark County, Washington

Project Agreement Estimate

Oregon Obligation
Type Code 0010
Roadway (Sta. 83+10 to Sta. 94+80)

Mobilization (1.73%)	All Required		$ 51,900.00
Clearing & Grubbing	All Required		150,000.00
Embankment Foundation Excavation	9,575 Cu. Yd.	1.20	11,490.00
Embankment in Place	213,450 Cu. Yd.	0.20	42,690.00
Toe Trench Excavation	5,950 Cu. Yd.	0.50	2,975.00
Topsoil Excavation	8,060 Cu. Yd.	2.50	20,150.00
Filter Blanket	5,075 Cu. Yd.	14.00	71,050.00
Keyed Riprap, Class 800	10,640 Cu. Yd.	15.00	159,600.00
Roadside Seeding & Mulching	11 acres	600.00	6,600.00
Type 1 Fence	3,820 Lin. Ft.	2.00	7,640.00
			$ 524,095.00

Anticipated Items

Temporary Erosion Control	All Required		$ 200.00
Settlement Plates & Pipe(E.W.)	All Required		200.00
Sauvies Island Earth Dam	All Required		15,000.00
			$ 15,400.00
	Subtotal		$ 539,495.00
	Engineering		67,436.00
	Total		$ 606,931.00

Oregon Obligation
Type Code X081
Structure (Bridge #9555)(Sta. 35+53.03 to Sta. 83+10)

Pier 13

Mobilization (78.62%)	All Required		$2,358,600.00
Shoring, Cribbing, Etc.	All Required		800,000.00
Structure Excavation	21,300 Cu. Yd.	20.00	426,000.00
Structure Excavation Below Elevation Shown	2,000 Cu. Yd.	22.00	44,000.00
Structural Concrete, Class 4000 (3,990 Cu. Yd.)	All Required		400,000.00

Structural Concrete, Class 5000 (1,310 Cu. Yd.)	All Required		$ 280,000.00
Caisson in Place	All Required		2,695,000.00
Distribution Slab	All Required		120,000.00
Reinforcement (406,000 lb)	All Required		120,000.00
Scour Protection Riprap	1,950 Cu. Yd.	10.00	19,500.00
Pier Grounding	All Required		2,500.00
Pier 14			
Shoring, Cribbing, Etc.	All Required		210,000.00
Structure Excavation	8,500 Cu. Yd.	4.00	34,000.00
Furnish HPx117 Steel Piling	16,832 Lin. Ft.	20.00	336,640.00
Drive Steel Piles	13,304 Lin. Ft.	2.00	26,608.00
Handling & Preparation of Piling	280 Only	600.00	168,000.00
Structural Concrete Class 3300(Seal) (3,585 Cu. Yd.)	All Required		180,000.00
Structural Concrete Class 3300(Footing) (4,035 Cu. Yd.)	All Required		200,000.00
Structural Concrete, Class 5000 (2,590 Cu. Yd.)	All Required		400,000.00
Reinforcement (662,800 lb.)	All Required		180,000.00
Scour Protection Riprap	1,075 Cu. Yd.	10.00	10,750.00
Pier Grounding	All Required		1,000.00
Piers 15-26			
Structure Excavation	870,000 Cu. Yd.	2.00	1,740,000.00
Furnish HP14x117 Steel Piling	129,528 Lin. Ft.	20.00	2,590,560.00
Drive Steel Piles	114,742 Lin. Ft.	2.00	229,484.00
Handling & Preparation of Piling	1,920 Only	600.00	1,152,000.00
Structural Concrete, Class 3300(Seal) (26,880 Cu. Yd.)	All Required		600,000.00
Structural Concrete, Class 5000(Base) (3,840 Cu. Yd.)	All Required		332,000.00
Structural Concrete, Class 5000(Column) (6,865 Cu. Yd.)	All Required		1,060,000.00
Precast Segment No. 1, Piers 15, 16, 17	6 Only	25,000.00	150,000.00
" " " " " 18, 20	4 Only	25,000.00	100,000.00
" " " " " 19	2 Only	25,000.00	50,000.00
" " " " " 21, 22	4 Only	25,000.00	100,000.00
" " " " " 23, 24, 25, 26	8 Only	25,000.00	200,000.00
Precast Segment No. 2, Piers 15, 16, 17	6 Only	100,000.00	600,000.00
" " " " " 18, 20	4 Only	100,000.00	400,000.00
" " " " " 19	2 Only	100,000.00	200,000.00
" " " " " 21, 22	4 Only	100,000.00	400,000.00
" " " " " 23, 24, 25, 26	8 Only	100,000.00	800,000.00
Precast Segment No. 3, Piers 15, 16, 17, 18, 20	10 Only	100,000.00	1,000,000.00
" " " " " 19	2 Only	100,000.00	200,000.00
" " " " " 21, 22	4 Only	100,000.00	400,000.00
" " " " " 23, 24, 25, 26	8 Only	100,000.00	800,000.00
Precast Segment No. 4, Piers 15, 16, 17, 18, 20	10 Only	60,000.00	600,000.00
Reinforcement (2,071,200 lb)	All Required		650,000.00
Scour Protection Riprap	30,680 Cu. Yd.	9.00	276,120.00
Pier Grounding	All Required		22,000.00

Pier 27			
Structure Excavation	910 Cu. Yd.	10.00	9,100.00
Furnish HP 12x53 Steel Piling	9,700 Lin. Ft.	7.00	67,900.00
Drive Steel Piles	9,546 Lin. Ft.	1.50	14,319.00
Handling & Preparation of Piling	154 Only	20.00	3,080.00
Structural Concrete, Class 3300 (505 Cu. Yd.)	All Required		40,000.00
Reinforcement (62,900 lb)	All Required		20,000.00
Pier Grounding	All Required		500.00
			$23,819,661.00
Anticipated Items			
On-the-Job Trainees (15 at $800)(81.95%)	All Required		$ 9,834.00
2 Field Laboratories (81.95%)	All Required		8,195.00
			$ 18,029.00
	Subtotal		$23,837,690.00
	Engineering		2,979,711.00
	Total		$26,817,401.00
Washington Obligation			
Type Code X081			
Structure (Sta. 28+97 to Sta. 35+53.03)			
Mobilization (19.65%)	All Required		$ 589,500.00
	Subtotal		$ 589,500.00
Pier 11			
Shoring, Cribbing, Etc.	All Required		$ 200,000.00
Structure Excavation	7,375 Cu. Yd.	14.00	103,250.00
Structural Concrete, Class 3300(Seal)	2,725 Cu. Yd.	1.00	2,725.00
Structural Concrete, Class 3300(Footings) (2,835 Cu. Yd.)	All Required		300,000.00
Structural Concrete, Class 5000 (1,880 Cu. Yd.)	All Required		400,000.00
Reinforcement (407,100 lb.)	All Required		200,000.00
Loose Riprap, Class 100	1,645 Cu. Yd.	10.00	16,450.00
Pier Grounding	All Required		1,000.00
			$1,223,425.00
Pier 12 Alternate "1"			
Shoring, Cribbing, Etc.	All Required		$1,400,000.00
Structure Excavation	4,695 Cu. Yd.	40.00	187,800.00
Construct Seal, Pier 12 (Alternate "1") (6,410 Cu. Yd.)	All Required		1,400,000.00
Structural Concrete, Class 3300(Footing) (2,960 Cu. Yd.)	All Required		200,000.00

*Structural Concrete, Class 4000 (3,455 Cu. Yd.)	All Required		$ 350,000.00
Structural Concrete, Class 5000 (1,310 Cu. Yd.)	All Required		280,000.00
Reinforcement (615,000 lb.)	All Required		300,000.00
Scour Protection Riprap	2,105 Cu. Yd.	10.00	21,050.00
Pier Grounding	All Required		2,000.00
			$4,140,850.00
			$5,953,775.00
Using Alternate "1" Subtotal			$5,724,571.00
Anticipated Items			
On-the-Job Trainees (15 at $800) (18.05%)	All Required		$ 2,166.00
2 Field Laboratories (18.05%)			1,805.00
			$ 3,971.00
State of Washington Sales Tax (5.1% Tax)			$5,957,746.00
	Subtotal		303,845.00
	Engineering		$6,261,591.00
	Total		782,698.00
			$7,044,289.00

Length of Roadway Grading 0.222 mile
Length of Structure 1.025 miles
Total 1.247 miles

Cost of Roadway Per Mile $2,733,923.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Oregon's Obligation			
Roadway (92.24%)	$ 606,931	$ 559,833	$ 47,098
Structures (92.24%)	26,817,401	24,736,370	2,081,031
TOTAL	$27,424,332	$25,296,203	$2,128,129
Washington's Obligation			
Structure (90.64%)	$ 7,044,289	$ 6,384,943	$ 659,346
TOTAL	$ 7,044,289	$ 6,384,940	$ 659,346
Grand Total	$34,468,621	$31,681,146	$2,787,475

Group 1 Oregon 80% ; Group 9 Washington 20%

Contract No. 8526

Prefix 626-1091

8526

August 30, 1982

Highlands Insurance Company
400 Jefferson Building
Houston, TX 77002

Insurance Co. of North America
P. O. Box 7985
San Francisco, CA 94120

COM 5
#8526

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen or Ladies:

On June 16, 1982, we wrote to you concerning release of final payment on Contract No. 8526 awarded to Willamette-Western Corporation, Alaska Constructors, Inc., and General Construction Company for work on the Columbia River Bridge (North Channel Substructure) and Government Island Section of the East Portland Freeway in Multnomah County, Oregon, and Clark County, Washington.

The total contract amount is $31,079,336.31 including $355,183.67 for work performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dmc

cc: Willamette-Western Corporation,
Alaska Constructors, Inc., and
General Construction Company
P. O. Box 3320
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8526

FORM F.1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge (N. Channel Substructure) & Government Island Fill		WEEK ENDING: May 28, 1982
		SECTION PREFIX: 626-1091
HIGHWAY: East Portland Freeway		COUNTY: Multnomah - Clark
NAME OF JOB: Columbia R. Br. (N. Channel Substructure) & Government Is. Fill	KIND OF WORK: Grading and Structure	
CONTRACTOR: Willamette-Western Corp., Alaska Constructors, General Const.	CONTRACT NUMBER: 8526	FEDERAL AID PROJECT NUMBER: I-205-7(38)315
DATE OF CONTRACT: May 26, 1977	DATE WORK STARTED: August 2, 1977	ESTIMATED COMPLETION DATE: (b)6/7/79(c)10/5/79
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	(e)4/12/80
	SPECIFIED CALENDAR DAYS: (b) 730 (c) 865 (e) 1040	CALENDAR DAYS USED: (f) 60
PROJECT AUTHORIZATION: $ 34,462,047.38		PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 32,011,412.90	ENGINEERING AUTHORIZATION: 2,450,634.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 30,607,352.99	ENGINEERING COST TO DATE: 1,246,929	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.8
ESTIMATED PERCENT OVERRUN UNDERRUN: 4.4 %	PERCENT OF AUTHORIZATION: 50.9 %	DATE PROJECT WAS COMPLETED: June 11, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD
100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3				
MILES PARTIALLY COMPLETED	0.3				
MILES COMPLETED	0.3				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	213,450				
TOTAL QUANTITIES CORRECTED TO DATE	205,820.20				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	205,820.20				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO 9555	Pier 11	Pier 12	Pier 13	Pier 14	Piers 15-26	Pier 27
PERCENT	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				May 22, 1982 NO ACTIVITY
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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RECEIVED
JUN 1 1982
CONSTRUCTION SECTION

DM LA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Certificate from Washington State Department of Revenue ~~has not been submitted.~~
submitted 5-28-82.
Third Notification submitted 5-28-82

Final Report

SIGNED [signature] LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

8526

STATE OF OREGON

INTEROFFICE MEMO

TO: Scott Coulter
State Highway Engineer

DATE: March 18, 1982

FROM: Timothy Wood TW
Assistant Attorney General

SUBJECT: I-205 N. Channel Substructure

INTRODUCTION

Copy to LEG

Willamette-ACI-General, a joint venture, presented a claim to the Oregon State Highway Department (OSHD) for work done on pier 12 of the I-205 North Channel Structure. The purpose of this memo is to review the claim and present the reasons why a settlement of the claim for $450,000 would be in the State of Washington and State of Oregon's best interests.

SUMMARY

A settlement would be in the interest of both the State of Washington and Oregon because:

(1) There is substantial financial exposure. Currently the demands of the contractor have not exceeded $700,000 but could escalate to over $2,000,000 at the time of trial. The contractor has not included as a part of his claim "impact costs" and has been relatively conservative in his equipment costs. Moreover, interest on the claim has been running at 6% from October 22, 1979, increasing to 18% per annum on August 19, 1981.

(2) There is legal exposure. The plans and drawings, can be construed as requiring a certain method of excavation, i.e., glory hole excavation by breaking up conglomerate with high pressure jet and excavate with hydraulic bucket. If the method was required, it did not work. Moreover, should the court find that the contract was ambiguous it would require the jury to resolve any ambiguities in favor of the contractor and not the state.

FACTS

On January 11, 1978, the contractor forwarded a letter to the Oregon State Highway Department (OSHD) advising that the contractor had experienced conditions that were different from those that they should have anticipated under the contract bid documents.

APPROVED

STATE HIGHWAY ENGINEER

Date 3/22/82

8526

STATE OF OREGON

INTEROFFICE MEMO

TO: Scott Coulter
State Highway Engineer

DATE: March 18, 1982

FROM: Timothy Wood
Assistant Attorney General

SUBJECT: I-205 N. Channel Substructure

INTRODUCTION

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(2) There is legal exposure. The plans and drawings, can be construed as requiring a certain method of excavation, i.e., glory hole excavation by breaking up conglomerate with high pressure jet and excavate with hydraulic bucket. If the method was required, it did not work. Moreover, should the court find that the contract was ambiguous it would require the jury to resolve any ambiguities in favor of the contractor and not the state.

FACTS

On January 11, 1978, the contractor forwarded a letter to the Oregon State Highway Department (OSHD) advising that the contractor had experienced conditions that were different from those that they should have anticipated under the contract bid documents.

APPROVED

STATE HIGHWAY ENGINEER

Date 3/22/82

The contractor filed his notice of claim with a letter detailing some of the areas the contractor's costs would excalate as the result of the unforeseen conditions. (February 2, 1978, letter from Roger Brown to OSHD.)

When the work was finally completed at pier 12, the contractor presented a more thorough explanation of his claim. The claim totaled at that time $708,370.00. (September 18, 1979, letter from Roger Brown to OSHD.)

When OSHD first received the notice of a possible claim, Allan Harwood, the project engineer, requested CH_2M to come to the site to determine whether the material encountered at pier 12 was material that was to be expected at the site. CH_2M had been a consultant to Sverdrup and Parcel and Associates, Inc. who were the consulting engineers on the project. CH_2M had done the initial soil exploration for the project in 1970 and had conducted supplemental work for piers 12 and 13 in the fall of 1975.

After visiting the site CH_2M wrote a letter to Sverdrup and Parcel stating that:

> "Nothing was observed to indicate any changes in materials or drilling operations compared to our exploration programs and report discussions." March 2, 1978 letter from CH_2M to Sverdrup and Parcel.

When the Preliminary Foundation Investigation Report that was prepared by CH_2M is reviewed it is clear that the contractor should have expected the type of material encountered at pier 12. The report provides:

> "Underlying the river sands is a very dense conglomerant of the Troutdale formation. Seven borings penetrated the conglomerant, the thickness of which ranged from 25 to 60 feet. Drilling of the conglomerant was difficult and slow, and sampling was practically impossible. Two attempts were made to core drill the material, with poor results. . . .
>
> " . . . Excavation of the conglomerant to obtain adequate scour protection will not be easy, but the depth of excavation required should be nominal because of the size and nature of the conglomerant material. Drilling and blasting of the conglomerant is almost certainly a requirement to obtain any seating of the foundation into the intact conglomerant formation." p. 7-10. (Emphasis added)

Without more information it is impossible to determine precisely what the contractor would say regarding the material encountered. From the initial notice of claim, however, it can be assumed that the contractor would dispute the conclusion of CH_2M. If the sole issue in the case was whether the material was or was not what was to be expected the contractor would have an uphill battle proving the state liable.

The more difficult problem relates to the method which the contractor was to excavate the required depth. Schematic drawing No. 32158 had been presented to the contractor. The drawing had been approved by OSHD bridge engineer and Sverdrup and Parcel, the consulting engineers on the project. Although the drawing was labeled "for information only" it was bound with the contract bid drawings.

The drawing detailed the two alternatives for construction of pier 12. The contractor had the option of choosing caisson or cofferdam construction. The schematic drawing detailing the two alternatives contained the following:

> "Glory hole excavation breakup conglomerate with high pressure jet and excavate with hydraulic bucket."

There is no question but that the contractor relied on this note. The contractor began his excavation using a clam bucket but shortly after encountering the Troutdale formation began water jetting. Water jetting simply would not break up the Troutdale formation. The contractor's production level fell way off. He tried various alternatives to increase production but with limited success. Eventually the contractor asked OSHD officials whether it could use drilling and shooting. OSHD agreed. By this time the contractor had incurred substantial expenses and the expenses were increased because of the drilling and shooting.

The question could be asked whether the contractor was justified in relying upon the schematic drawing in that it was labeled "for information only." While there is some merit to this contention, the contractor would argue that though he was not required to follow or comply with the notes on the drawing, he was justified in relying on the information contained in the notes and did rely on that information in preparation of his bids. The reason he was justified in relying upon the note was the simple fact that if the state did not expect the drawing to influence the bid, why did the state include the drawings in the plans?

There is no doubt that the "note" in the schematic drawing created considerable confusion on the part of the contractor. Should the case go to court, the contractor will be able to argue that, when the specifications set forth a specific method of excavation, the state warranted that the excavation could be performed using the method. The contractor will argue that he relied upon the note and that the method did not produce the results desired. In all likelihood, the project manager would agree that the Troutdale formation could not be penetrated without drilling and shooting. This conclusion is bolstered by the history of the development of schematic drawing No. 32158. As originally developed, the drawing did not show a full depth seal. With a partial depth seal much less excavation would have been required in the Troutdale and use of water jets and a clam may have been practical. The state and their experts, however, made a late change in the plans to include the addition of a full depth seal as an option but left the "note." All who have been involved in the project agree that, had the "note" been reviewed in light of the requirement of a full depth seal, in all likelihood the "note" would have been removed.

Adding to the problem created by the schematic drawing, is the fact that there are references throughout various correspondence that maintaining the integrity of the Troutdale formation was necessary. Moreover, there is reference in the specifications that drilling and shooting would not be allowed. While the contractor would agree (I think) that the specifications prohibiting drilling and shooting applied only to the caisson and not to the cofferdam, nevertheless, there is sufficient information available that the contractor could create some confusion in the jury's mind and argue that drilling and shooting was not permitted.

Moreover, while the contractor would probably concede the prohibition against drilling and shooting did not apply to the cofferdam alternate, he would argue that in prohibiting shooting for use with the caisson method of construction the state was implying excavation without shooting was economically practical.

Should the matter go to trial, one of the contractor's best weapons is the instruction to the jury that if there is an ambiguity in the contract, the contract will be construed against the drafting party, in this case the state. Between the schematic drawing, the standard specifications, and prior letters there are sufficient facts to create an ambiguity which would allow the contractor to rely upon the principle that the contract must be construed against the state. Thus there is an <u>argument</u> that the state would be legally responsible for additional costs that the contractor incurred at pier 12.

In considering a settlement, the claim should be reviewed not only in terms of entitlement but financial exposure. The contractor's initial claim was for $708,370.00. Subsequent review of the claim had brought it to over $800,000.00. Up to this point we have used only ownership rates. Calculations based upon force account rates for those pieces of equipment which have been identified would increase the claim to approximately $1,153,000.00. By adding in idled equipment such as multi-million dollar floating batch plant, the claim could double. With a claim this size there is little question that the contractor could include a substantial number of other items if a suit is filed. The contractor has not included any impact costs and has been relatively conservative in his approach to equipment cost pricing the claim at ownership rates. All will agree that the equipment on the job was unique and expensive. There is no published "force account rate" to determine the costs of the equipment. Thus equipment costs is open ended and can readily escalate the amount of the claim.

Moreover, interest would be added to the claim. In 1981 the Legislature changed the interest rate to 1½% per month. Prior to this period of time it was 6% per annum. The interest would begin to run 30 days after the submittal of the claim. Thus interest would begin to run in October of 1979. (The contractor may argue that interest should run from Janury 11, 1978, the first notice of claim.) Thus interest alone on a claim of this size could have a substantial financial impact on the claim. A estimate of the interest from February, 1978 to April, 1982, assuming $800,000.00 claim is $166,513.00.

Because of the potential exposure to the state both in terms of entitlement and financial, I have recommended a settlement of the case.

TW:mj
cc: Allan C. Harwood
O. B. Jackmond
Bill Bolland

~ Ly

8526

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-14		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	6-24-81	Project Number I-205-7 (38) 315

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 21 , 1977 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 27,424,332.00	$ 26,123,378.00
Federal funds	$ 25,296,203.00	$ 24,096,203.00
Other revisions		

This modification is made for the following reasons: To release $ 1,200,000.00 federal funds, not needed on this project, to fund other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of June , 19 81 .

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Ass't. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 16, 1981

Federal Aid Project
No. I-205-7 (38) 315

Columbia River Bridge (N. Channel Substructure)
and Government Island Section
East Portland Freeway
Multnomah County, Oregon
Clark County, Washington

Revised Project Agreement Estimate

Oregon Obligation Type Code 0010 Roadway (Sta. 83 + 10 to Sta. 94 + 80) Total the same as previous of July 18, 1977		$ 606,931.00
Oregon Obligation Type Code X081 Structure (Bridge #9555) Sta. (35 + 53.03 to 83 + 10) Subtotal of previous estimate of July 18, 1977		$ 23,837,690.00
Pier 13		
Delete Bid Item #38 - Shoring, Cribbing, etc. (P.A. #17)	Lump Sum	$ 800,000.00
Delete Bid Item #39 - Structure Excavation (P.A. #17)	Lump Sum	426,000.00
Delete Bid Item $40 - Structure Excavation below grade	Lump Sum	44,000.00
		$ 1,270,000.00
	Decrease	1,270,000.00
	Subtotal	22,567,690.00
	Engineering	2,948,757.00
	Total	$ 25,516,447.00
Washington Obligation Type Code X081 Structure (Sta. 28 + 97 to Sta. 35 + 53.03) Total the same as previous estimate of July 18, 1977		$ 7,044,289.00

Length of Roadway - - - - - - - - - - 0.22 miles
Length of Structure - - - - - - - - -1.025 miles
Total 1.247 miles

Cost of Raodway per mile $ 2,733,923.42

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Oregons Obligation			
Roadway (92,24%)	$ 606,931.00	$ 559,833.00	$ 47,098.00
Structure (92.24%)	25,516,447.00	25,536,370.00	1,980,077.00
Total	$ 26,123,378.00	$ 24,096,203,00	$ 2,027,175.00
Washington Obligation			
Structure (90.64%)	$ 7,044,289.00	$ 6,384,943.00	$ 659,346.00
Total	$ 7,044,289.00	$ 6,384,943.00	$ 659,346.00
Grand Total	$ 33,167,667.00	$ 30,481.146.00	$ 2,686,521.00

Oregon
Group 1 80%
Contract No. 8526

Washington
Group 9 - 20%
Prefix - 626 - 1091

8526

Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(38)315
Willamette-ACI-General
Columbia River North Channel
Substructure File Review

Date: May 8, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. A. C. Harwood, Project Engineer, OSHD

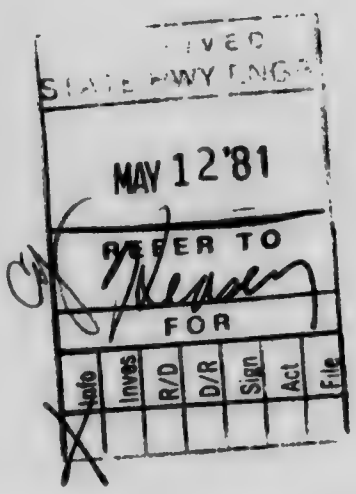
On May 5, 1981, Dave Jones from Willamette-ACI-General reviewed our files concerning the above project and requested copies of various information. Mr. Harwood accompanied Mr. Jones in the review and assisted in screening out any information that was not relative to the Contractor's Claim.

We are forwarding direct to Mr. Harwood copies of all information requested by the Contractor.

Dale E. Wilken

Dale E. Wilken

cc:
OSHD/Metro (A C Harwood, Proj Eng)
FHWA/Olympia (E R Walter, Oper Eng)
ODOT (J L Sollis, Legal)



8526

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(38)315
Columbia River Bridge Substructure Contract
Potential Claim at Pier 12

Date: January 29, 1981

From: Acting Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The excavation claim by Willamette Western at Pier 12, as we understand it, is entirely within the State of Washington and our Olympia FHWA office has that FA responsibility. Our Olympia Office will be the lead Federal agency in this claim. They should be contacted through the State of Washington. (If time presents a problem, and there is a need, we will be pleased to assist in informing them.) We would appreciate complimentary copies of all agreements and fund approvals.

E. J. Valach

cc:
FHWA (P C Gregson, HDA-WA)
ODOT (J Sollis, Legal)
ODOT/Metro (A C Harwood)
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
JAN 30 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R

#8526

SX-00255

L.

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DECEMBER 4, 1980

TO: STATE OF OREGON, HIGHWAY DIV.
TRANSPORTATION BUILDING
SALEM, OREGON

JOB: 205 SOUTH CHANNELL BRIDGE
PORTLAND, OREGON

Dear Sir:

It is with a greal deal of pleasure that we have commenced delivery of material to your property, which is described as above in the County of PORTLAND, State of Oregon, and on the order of Contractor

WILLAMETTE WESTERN CORP.
P.O. BOX 03190
PORTLAND, OREGON 97203

#8521
no resp. rec. (ftc)

Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 25TH day of NOVEMBER 1980, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

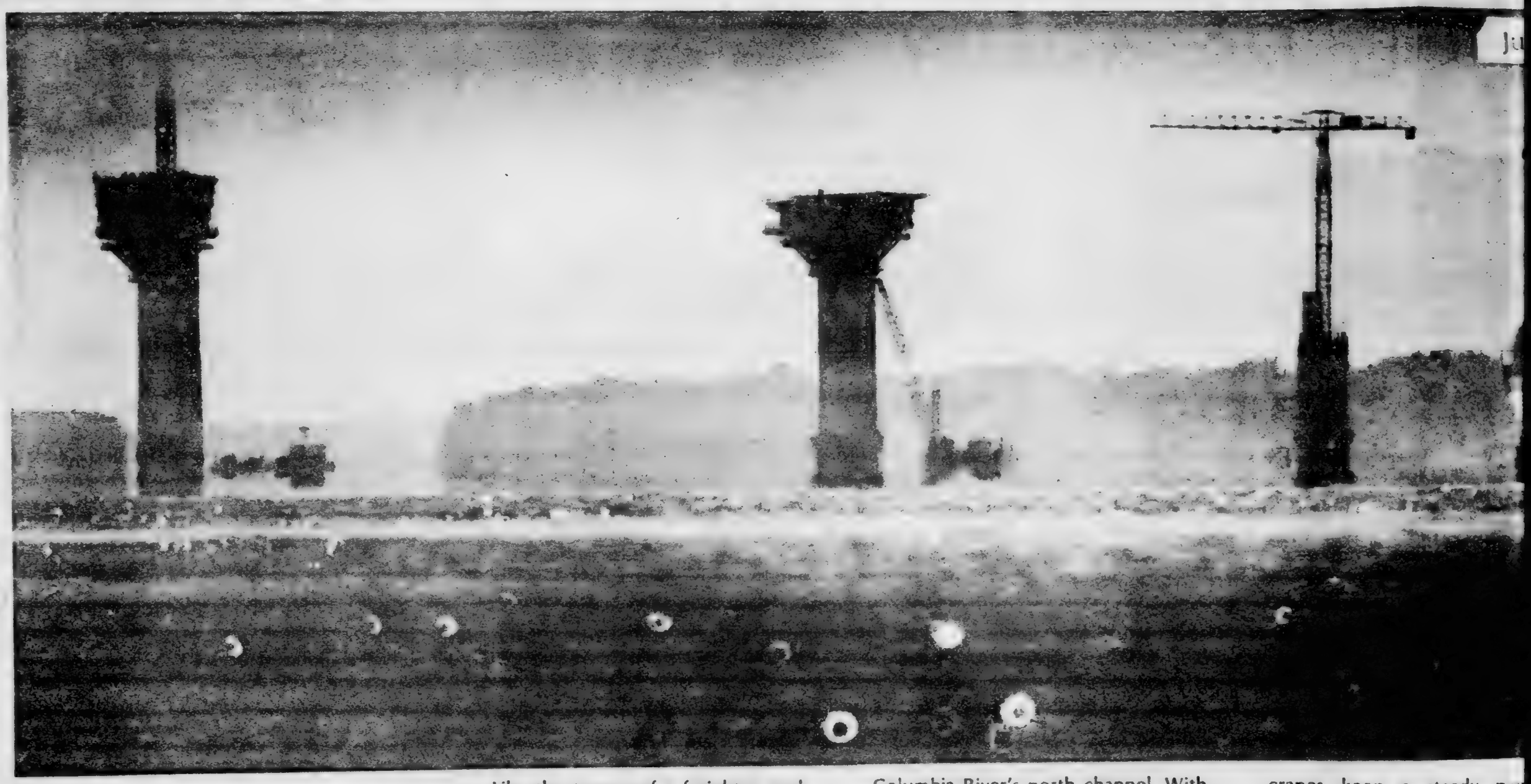
Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

SOLD TO: WILLAMETTE-WESTERN CORP.
P.O. BOX 93190
PORTLAND, OR 97203

Very truly yours,

A. M. Roberts
Credit Manager

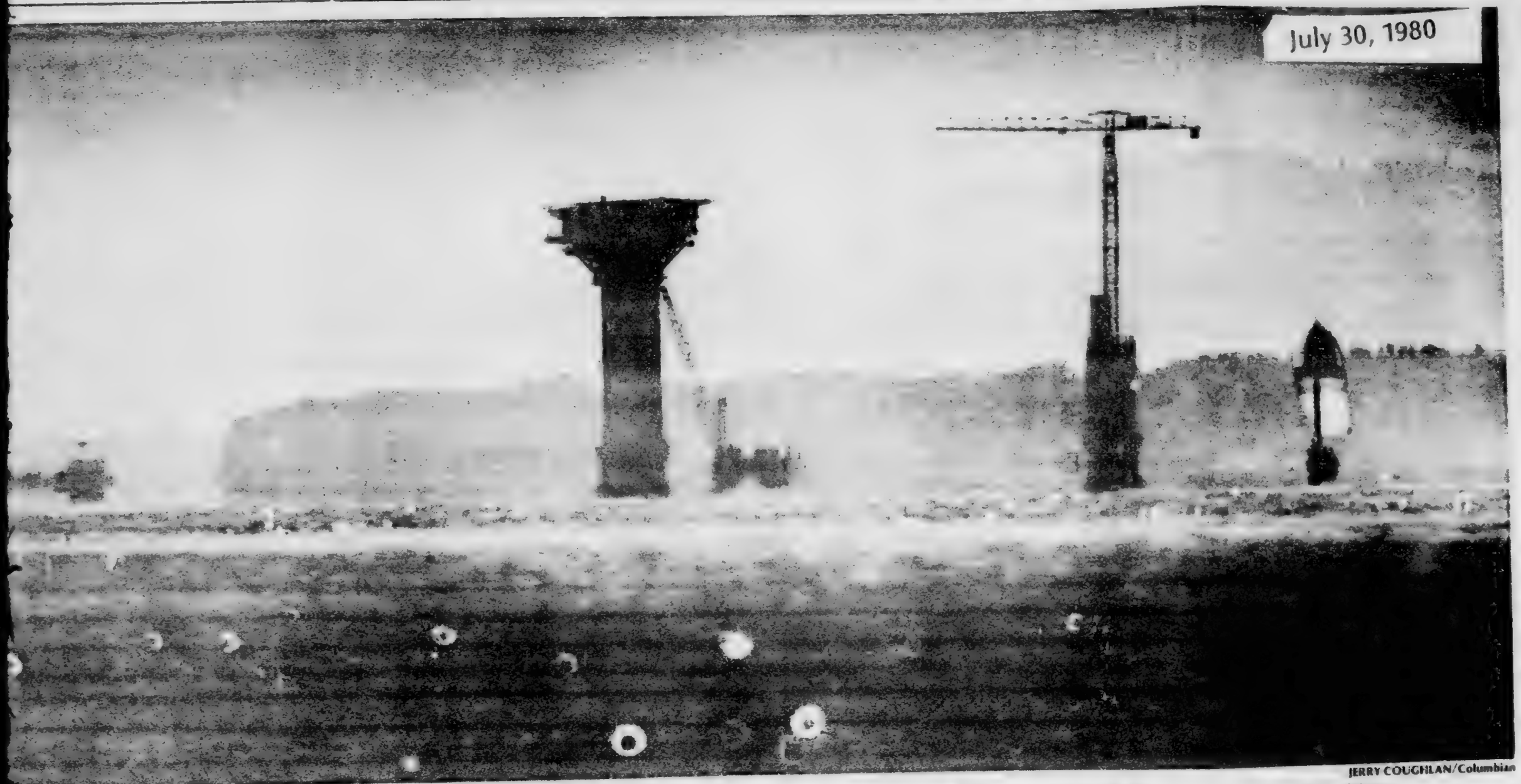
RECEIVED
DEC 18
COMMISSIONER
DEPARTMENT OF TRANSPORTATION



Sunken towers

Like the towers of a freighter sunk below the horizon, Interstate 205 Bridge piers rise above the water in the Columbia River's north channel. With the wind swelling its sail, a boat draws leisurely rings around the piers as cranes keep a steady pa materials to their tops. Com expected in late 1982.

July 30, 1980



JERRY COUGHLAN/Columbian

n towers

Like the towers of a freighter sunk below the horizon, Interstate 205 Bridge piers rise above the water in the Columbia River's north channel. With the wind swelling its sail, a boat draws leisurely rings around the piers as cranes keep a steady pace lifting materials to their tops. Completion is expected in late 1982.

8526

June 3, 1980

Willamette-Western Corporation
Alaska Constructors, Inc., and
General Construction Company
P. O. Box 3329
Portland, OR 97208

OCM 3
#8526

Attention: Roger L. Brown
Project Manager

Gentlemen:

Thank you for your letter of May 16 addressed to Fred Kisboe and your letter of May 28 to us with attached Release of Lien. The document states that Judson Steel Corporation releases its claim of lien against the bond.

This is in connection with your Contract No. 8526 for work on the Columbia River Bridge (North Channel Substructure) and Government Island.

This claim was filed with the Secretary of State's office by Patrick A. Sullivan, Attorney for Judson Steel Corporation, and assigned the Secretary of State's File No. 5419.

We will note this release in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Patrick A. Sullivan
Attorney for Judson Steel Corp.
5th Floor, Spokane & Eastern Bldg.
Spokane, WA 99201

bc: C. T. Keasey
Ed Hardt Attn: Al Harwood

NOTED ON
6-3-80

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: SECRETARY OF STATE
STATE OF OREGON
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of FOUR HUNDRED NINETY SIX THOUSAND, SEVEN HUNDRED AND SEVENTY-EIGHT DOLLARS ($496,778.00) against the bond posted by the Joint Venture of WILLAMETTE-ACI-GENERAL, composed of Willamette-Western Corporation, Alaska Constructors, Inc., and General Construction Co., as principal, and The Travelers Indemnity Company, Highlands Insurance Company, Insurance Company of North America and Fireman's Fund Insurance Company, as sureties, for the work of grading and structure on the East Portland Freeway, Columbia River Bridge (N. Channel Sub-structure) and Government Island.

JUDSON STEEL CORPORATION

By _____
Patrick A. Sullivan
WINSTON & CASHATT
Attorneys for Judson Steel Corp.
5th Fl. Spokane & Eastern Bldg.
Spokane, Washington 99201
(509) 838 6131

Recd 4-14-80

WILLAMETTE-ACI-GENERAL

A JOINT VENTURE

May 28, 1980

Oregon Transportation Commission
Salem, Oregon 97310

ATTN: Robert Gormson

RE: I-205 Columbia River Bridge
North Channel Substructure
East Portland Freeway - Contract No. 8526

Gentlemen;

Attached is one (1) copy of the Release of Lien executed by Judson Steel Corporation against the payment bond taken from the Joint Venture of Willamette-Western Corporation, Alaska Constructors, Inc., and General Construction Company for the work of grading and substructure on the East Portland Freeway, Columbia River Bridge (North Channel Substructure) and Government Island.

Please acknowledge receipt of this release and its acceptability at your earliest convenience.

Yours very truly,
WILLAMETTE-ACI-GENERAL
A JOINT VENTURE

Roger L. Brown
Project Manager

RLB/DJ/nh
Enclosures

RECEIVED
MAY 30 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF BOND AND CLAIM OF LIEN
(OREGON PUBLIC WORKS)

KNOW ALL MEN BY THESE PRESENTS that Judson Steel Corporation (the Claimant by and under a claim of lien on the payment bond taken from the joint venture of Willamette-ACI-General, composed of Willamette-Western Corporation, Alaska Contractors, Inc. and General Construction Co., as principal, and The Travelers Indemnity Company, Highlands Insurance Company, Insurance Company of North America and Fireman's Fund Insurance Company, as sureties for the work of grading and substructure on the East Portland Freeway, Columbia River Bridge (North Channel Substructure) and Government Island) hereby releases its claim of lien against said bond.

DATED: May 12, 1980.

Peter Rayfield

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES

PETER RAYFIELD, being first duly sworn, says:

That I am an officer of the claimant above named. I have read the foregoing Release of Bond and Claim of Lien, know the contents thereof, and believe the same to be true.

Peter Rayfield

SUBSCRIBED AND SWORN to before me this 12th day of May, 1980.

OFFICIAL SEAL
LYNN F. KILEY
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My Comm. Exp. April 11, 1984

Lynn F. Kiley
Notary Public in and for the State of California, residing at:
Vernon, California

WILLAMETTE-ACI-GENERAL

A JOINT VENTURE

May 16, 1980

Fred Claybo
Director of Department of Transportation
Salem, Oregon 97303

RE: I-205 Columbia River Bridge
North Channel Substructure
East Portland Freeway - Contract No. 8526

Gentlemen;

Attached is one (1) copy of the Release of Lien executed by Judson Steel Corporation against the payment bond taken from the Joint Venture of Willamette-Western Corporation, Alaska Constructors, Inc., and General Construction Company for the work of Grading and substructure on the East Portland Freeway, Columbia River Bridge (North Channel Substructure) and Government Island.

Please acknowledge receipt of this release and its acceptability at your earliest convenience.

Yours very truly,
WILLAMETTE-ACI-GENERAL
A JOINT VENTURE

Roger L. Brown
Project Manager

RLB/DJ/nh
Enclosures

RECEIVED
DOT DIRECTOR
MAY 20 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RELEASE OF BOND AND CLAIM OF LIEN
(OREGON PUBLIC WORKS)

KNOW ALL MEN BY THESE PRESENTS that Judson Steel Corporation (the Claimant by and under a claim of lien on the payment bond taken from the joint venture of Willamette-ACI-General, composed of Willamette-Western Corporation, Alaska Contractors, Inc. and General Construction Co., as principal, and The Travelers Indemnity Company, Highlands Insurance Company, Insurance Company of North America and Fireman's Fund Insurance Company, as sureties for the work of grading and substructure on the East Portland Freeway, Columbia River Bridge (North Channel Substructure) and Government Island) hereby releases its claim of lien against said bond.

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LYNN F. KILEY
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My Comm. Exp. April 11, 1984

Lynn F. Kiley
Notary Public in and for the State of California, residing at:
Vernon, California

JUDSON STEEL CORPORATION

RELEASE OF BOND AND CLAIM OF LIEN
(OREGON PUBLIC WORKS)

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Peter Rayfield

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) ss.
COUNTY OF LOS ANGELES)

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Peter Rayfield.

SUBSCRIBED AND SWORN to before me this 12th day of May, 1980.

OFFICIAL SEAL
LYNN F. KILEY
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My Comm. Exp. April 11, 1984

Lynn F. Kiley
Notary Public in and for the State of California, residing at:
Vernon, California

RECEIVED
MAY - 9 1980
JUDSON STEEL CORPORATION

9526

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Columbia River Bridge
(North Channel Superstructure)
Bridge 9555
Value Engineering Redesign
Oregon Project I-205-7(38)315

Date: May 27, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. W. J. Hart, Bridge Engineer

NOTED
H. S. COULTER

Mr. Hart's transmittal letter of May 7, 1980, forwarded one reduced set of 19 contractor's drawings by T. Y. Lin and 3 reduced sized drawings from VSL and a Groves-Atkinson drawing of cast-in-place bicycle details.

Reference is made specifically to the Groves-Atkinson drawing detail for the pedestrian bike path. Please note there are Federal Aid requirements for stay-in-place forms proposed for this path. Information is contained in the Federal Aid Program Manual (6-7-2-5) for details of this type of construction change. We would expect the contractor as a minimum to adhere to these requirements. Also, attached is FHWA notice, dated May 11, 1973 which further describes the requirements for permanent steel deck forms for concrete deck slabs of bridges on Federal Aid projects. This information should help in determining the minimum Federal Aid requirements for this type of construction.

G. L. Green

Attachment
FHWA Notice, dtd 5-11-73 (HNG-32)

RECEIVED
STATE HWY ENGR
5/28 MAY 28 '80
REFER TO Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	Permanent Steel Bridge Deck Forms for Concrete Deck Slabs of Bridges on Federal-aid Projects	FHWA NOTICE

May 11, 1973
HNG-32

Due to the critical shortage of lumber, particularly plywood, throughout most of the United States, the contracting procedures prescribed in IM 40-3-72, dated July 11, 1972, have been reevaluated.

It has been determined that the selection of material for bridge deck forms for bridges on Federal-aid Projects should, to the extent feasible, follow paragraph 16 Material or Product Selection of PPM 21-6.3, dated October 3, 1972. If the State highway department desires to include or permit alternate bridge deck form materials (removable forms or permanent forms) in a contract, then special details, designs and specifications must be included in the PS&E assembly for each acceptable forming method. To obtain maximum cost benefits, bidding procedures should permit the contractor the option of selecting which method is used. In the case of longer spans (generally over 100 feet) the details and method of bidding would also provide for the different beam requirements when different size members are required. One method that would provide for effective bidding would be to bid the complete superstructure or the superstructure items as lump sums and merely provide the quantities of structural steel, reinforcing steel and deck concrete for the various methods of forming as information to the bidders.

On the basis of current and completed research, concrete bridge decks constructed with precast bridge planks have shown high incidence of transverse cracking at the plank joints and concrete bridge decks constructed with permanent steel forms have shown greater indications of deterioration where significant amounts of deicing chemicals are used. Therefore, the inclusion of moisture barriers or other effective methods capable of preventing corrosion of the reinforcing steel is essential.

The specifications attached to IM 40-3-72 for Permanent Steel Bridge Deck Forms shall continue to be used for projects which permit or require this method of bridge deck forming. The provisions contained

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DISTRIBUTION: Headquarters
Regions
Divisions

additional requirements in nov 2, 1973 memo to Region
from Work. (Env + Traffic)

in the IM for a minimum credit to the project shall also apply when there is a change from removable bridge deck forms. Therefore, if a State determines that either forming method is considered acceptable, it would be desirable to provide for their use in the original plans and specifications.

H. A. Lindberg

H. A. Lindberg
Acting Associate Administrator for
Engineering and Traffic Operations

#8526

11-78

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Access No.: 1-800-452-7813
Extension No.: 5034

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

ATTN: Jean VanScoy
Safekeeping Officer

Re: Willamette Western Corporation, Alaska Construction, Inc. and General Construction Co., Joint Venture
Contract 8526

We have received safekeeping receipt 214611 for savings certificate 399555 for $150,000.00 maturing January 16, 1979. This replaces savings certificate 390222 on receipt 213990 for the same amount.

There is no change in the total amount on deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette Western Corporation, Alaska Construction Inc. and General Construction Co., Joint Venture

BC: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev 7-77)

8526

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 26, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette Western Etc.
Contract 8526

We have received safekeeping receipt 213810 for savings certificate 390155 for $103,562.50 and 390156 for $423,513.47 maturing March 5, 1979. This replaces receipt 211999 for $408,866.67 and receipt 212063 for $100,000.

We also received new receipt 213990 for savings certificate 390222 for $150,000 maturing November 17, 1978.

With these transactions the total on deposit as of this date is $677,075.97.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette Western Etc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-0122 (Rev. 7-77)

#8526

8

August 23, 1978

Department of Transportation
Highway Administration Building
Olympia, Washington 98504

Attention: D. A. Norquist
Audit Supervisor

MISC. CONTRACTS and
AGREEMENTS No. 3835

COPY
CON 21-2
I-205
(GC-4821)

Gentlemen:

Attached for your records is a copy of Supplemental Agreement No. 1 to Agreement No. GC-4821 covering payment of construction of the I-205 Bridge between March 1, 1977, and December 19, 1977.

We have retained a fully executed copy of this supplement for the Oregon Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

bc E. S. Hunter
Jack Sollis
Al Harwood
Walt Hart Attn: Bob Ellison
V. E. Skoog Attn: Jim Kinns
David Moehring

This ~~is a~~ Supplimental agreement with the State of Washington to provide for their payment of their full share of the cost of the I-205 Bridge. From the period March 1. 1977 until December 19, 1977. The agreement will bring Washington up to date in their payment of their share of the Bridge construction.

Col. Ri

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

August 17, 1978

FILE:

FROM: ALLAN C. HARWOOD

SUBJECT: Oregon-Washington
Supplemental Construction Agreement

Columbia River Bridge
Contract No. 8526

TO: WALT HART

Comes now another version of the Oregon-Washington Construction Agreement. I talked with Duane Norquist, Audit Supervisor, and he feels he is caught between the traditional rock and hard spot--me being the rock and Washington statutes being the hard spot.

I think the rock can move enough to recommend acceptance of the enclosed revision of the Supplemental Agreement if Jack feels it is clear that the $400,000 limitation applies only to progress payments and the agreement imposes no limitation on the final payment not in the original agreement. The last sentence under "Payment" is supposed to do this. The beginning date of March 1, 1977 takes care of all our construction and construction engineering costs.

Under "Determination of Costs" this version of the agreement permits approval by the Construction Engineer of other methods of cost determination.

Under "Audit" this agreement makes the right to aduit reciprocal.

Assuming it is clear limitations on payment apply only to progress payments I recommend approval of the enclosed agreement.

b
Attachment
cc: Jack Sollis w/attachment
C. T. Keasey w/attachment

Recd telephonic approval from Glen Jackson 9:00 AM 8/23/78 to sign agreement. —

RECEIVED
AUG 18 1978
BRIDGE SECTION

NOTED
R. W. ELLISON

#8526

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: Mr. A. C. Harwood
Columbia River Projects Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Design Engineer

DATE: June 23, 1978

NOTED
H. S. COULTER

SUBJECT:

Oregon-Washington Agreement
Columbia River Bridge
Contract 8526

I have reviewed the State of Washington's May 31, 1978 draft of the supplement to the Oregon-Washington joint agreement for construction of the I-205 Columbia River Bridge. I concur that we cannot agree to either a time or dollar limit on the State of Washington's obligations under the contract.

The State of Washington reviewed and approved the project documents prior to award of the contract. They have assigned a liaison engineer with responsibility to ensure that their interests are represented during prosecution of the work. Their approval is required of any contract changes with particular reference to changes in that portion of the structure north of the state line. The procedures that have been followed and will be followed in the future adequately ensure that Washington's obligations will be limited to those which are legitimately theirs. The time and dollar restrictions proposed in their version of the supplement are, therefore, neither appropriate nor acceptable.

I agree that the agreement is being encumbered by too much detail in addressing the question of distribution of costs between the States. It would appear that if none of the three cited methods for apportioning costs are appropriate, an equitable method could be handled by a Letter of Understanding as you suggest. This is basically an engineering decision and should best be addressed at that level.

The third item of Washington's version of the supplement addresses the question of project cost record keeping for auditing purposes. I have no objection to this clause. I might suggest that the wording be kept general so that the records of either State are retained and available for audit.

You have received Jack Sollis's letter of June 22, 1978 on this subject. He, essentially, concurs with your approach with a minor revision to Section 7 of the supplement. I would agree with Mr. Sollis that if an early meeting of the minds cannot be reached with the State of Washington, that you should request that Mr. Coulter enter into discussions with the appropriate Washington officials.

WJH:dh

cc Jack Sollis
H. S. Coulter

RECEIVED
STATE HWY ENGR
JUN 23 '78
REFER TO
FOR
Info | Invest | F/D | O/R | Sign | Act | File

81-125-1387

DEPARTMENT OF JUSTICE

Memorandum

TO: Walt Hart
Bridge Engineer

DATE: June 22, 1978

NOTED
COULTER

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Oregon-Washington Agreement Columbia River Bridge Contract No. 8526.

I have reviewed the correspondence and the two proposed supplemental agreements and it is my opinion that Al Harwood's version more equitably sets forth the provisions that should be agreed upon between the state. I have added one sentence to the last paragraph on page 2, which in case you can't read it, says "a letter of understanding signed by representatives of each state shall set out the agreed upon method of distribution of project costs and payments".

This matter has drug on for an unreasonably long time and if Washington is not agreeable to accepting our version of the contract, I would suggest a meeting between Mr. Coulter and his counterpart in Washington in order to get this matter settled. It is costing Oregon money that we can ill afford to lose and I have found out in past experience the only way to get a matter like this resolved is to sit down eyeball to eyeball and work it out.

JLS:sb;hg

cc-Al Harwood
H. S. Coulter

RECEIVED
STATE HWY ENGR
JUN 22 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Art | File

8526

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center St NE - Salem OR 97301

DATE: May 11, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(38)315
Columiba River Bridge (N. Channel Substr.)
and Government Island

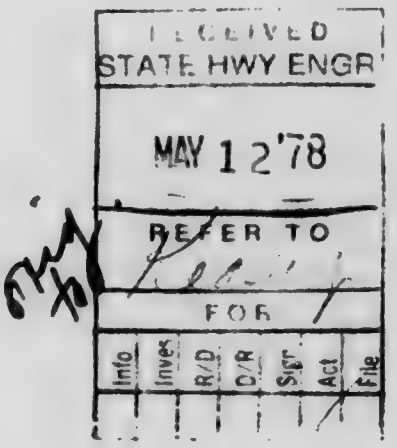
FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We acknowledge receipt of Mr. Keasey's letter (signed by O. B. Jackmond) indicating this contractor's intent to file a claim based on excavation conditions encountered at Pier 12 of the above structure. We recommend that you immediately acquaint your legal staff of this claim and allow them to review the site and check the conditions as soon as possible. This should prevent any misconceptions in understanding the available information, the field conditions, and the instructions to the contractor (both verbal and written).

V. V. Crandall
for G. L. Green

cc:
OSHD, C. T. Keasey



8526

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 27, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette Western Corporation, Alaska Constructors, Inc.
and General Construction Co., Joint Venture
Contract 8526

We have received safekeeping receipt 212063 for savings certificate 361947 for $100,000.00 maturing September 6, 1978.

This increases the total deposit in lieu of retainage for this project to $508,866.67.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette Western Corp. Alaska Construction, Inc.
and General Construction Co., Joint Venture

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8526

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 15, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette Western Corporation, Alaska Constructors, Inc., and General Construction Co., Joint Venture
Contract 8526

Gentlemen:

We have received safekeeping receipt 211999 for certificate 361927 for $408,866.67 maturing September 5, 1978. This replaces safekeeping receipt 211023 for $400,000.00.

This increases the total amount deposited on this project to $8,866.67

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Willamette Western Corporation, Alaska Constructors, Inc., and General Construction Co., Joint Venture.

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

NOTED
C. W. HEAD

1-205-20

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon
January 24, 1978

FROM: HOWARD R. HARRIS

SUBJECT: Sauvies Island Earth Dam
Columbia River Bridge
(N. Channel Substructure)
East Portland Freeway
Contract No. 8526

TO: FRED ERIKSEN

Versteeg
Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 26 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

REFERRED TO

Beard Dorn
Cole Sample
Eriksen FE Watson
Heger Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

The following items are the general specifications which will be adhered to in the construction of the subject project.

1. No dewatering or sub-excavation of the fill site will be required.

2. Construction will be coordinated with low water stages (July through October).

3. No core will be required in the dam.

4. Fill material will be end dumped into place except that once above water, material will be placed and compaced in 6-8 inch lifts.

5. Excavation and borrow areas will be scalped prior to excavating and left in a smooth, contoured condition that will lend itself to being disked and reseeded.

6. All preparation for re-seeding after excavation areas have been properly smoothed and shaped, as well as the actual re-seeding, will be done by Oregon Fish and Wildlife.

7. No clearing of trees and brush will be required.

8. A 36" aluminum clulvert pipe, to be furnished by Fish and Wildlife, will receive concrete head wall and collars.

9. Existing footbridge will be moved by Fish and Wildlife to a new location.

10. Class 50 riprap to be placed both sides of dam and both ends of pipe.

Hopefully the above items will be enough information to have the necessary permits to perform the work issued. If more information is required please advise.

b
cc: Ed Hardt

STATE OF OREGON

INTEROFFICE MEMO 1-205

TO: FRANK TERPIN
Location Engineer

DATE: July 21, 1977

FROM: ROBERT T. EWEN ebg
Region Location Engineer

SUBJECT: Environmental Wetlands Mitigation
Project (Sauvie Island)
East Portland Freeway
Multnomah County
Planning File No. 77-56

As per your request, we met with two staff members of the Department of Fish and Wildlife concerning the subject Sauvie Island project. A copy of preliminary plans was provided for their review.

Our meeting concluded the following:

1. High dam alternative OK
2. Size of pipe OK
3. Rip rap as shown OK - rip rap dam not required
4. They would like a contract in September if possible
5. They would approve plans by letter

The attached letter from the Department of Fish and Wildlife approves high dam proposal plans and states other permit requirements are underway.

Please advise if any further data is desired.

ja
Enclosures
cc: J. H. Versteeg
G. A. Potter
E. L. Hardt
Mort Fillmore

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — Walbolt
Heger — Wolfe
Return Discuss Do
BY FINAL DESIGN

1 Versteeg
2 Olson
3 Chris Olson DO
Scott
Swenson
Savage
Trout

RECEIVED
JUL 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

81-125-1387

11-56

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife

OFFICE OF THE DIRECTOR

506 S.W. MILL STREET, PORTLAND, OREGON 97208

July 14, 1977

ME PE PR1 PR2 DE
O.S.H.D. = METRO
JUL 18 1977
FILE T/A

Mr. Robert T. Ewen
Regional Location Engineer
Department of Transportation
Highway Division
5821 N.E. Glisan St.
Portland, OR 97213

Dear Mr. Ewen:

In a joint meeting with your staff and ours on July 12, 1977, the I-205 Wetlands Mitigation proposal for Sauvie Island Wildlife Area was discussed.

The high dam alternate proposal was reviewed in detail and is acceptable to the Department of Fish and Wildlife for development.

As a result of extreme low river flows in 1977, extremely favorable development conditions are anticipated for this summer and fall. I am requesting that this job be initiated and hopefully completed by October 1, 1977.

I am submitting needed permit applications to the Division of State Lands and the Corps of Engineers. We will also make application for the water rights.

Thank you for your assistance and cooperation.

Sincerely,

D. E. Sanford
Staff Biologist
Wildlife Development

mp

cc: H. M. Fillmore
Frank Newton

I-205 1 6'

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 15, 1977

Salem, OR 97310

FILE: 1

FROM: Pieter T. Dykman
Research Coordinator

SUBJECT: I-205 Wetlands Mitigation
Sauvies Island Dam

TO: Memo to the File

Wednesday, March 9 a field review was held in the Sauvies Island Wildlife Management Area. In attendance were Frank Newton, Oregon State Fish and Wildlife; Bob Ewen, Mort Fillmore, Craig Markham, and John Sergeant, Metro; Rog Powers and myself from the Environmental Section.

The party viewed the location of the dam and discussed its specific parameters. The dam will be located across Pete's Slough between Aaron's Lake and Sturgeon Lake.

The top of the earthen dam is to be level with existing ground on adjacent sides of the slough. Approximate length is 50 yards; 15 feet wide on the top; 3 to 1 slopes, rip rapped with 12" material. Borrow for the construction can be obtained from a low ridge just south of an arm of Pete's Slough. Rip-rap could be obtained from a commercial quarry just northwest of Sauvies Island Bridge and U.S. 30.

The dam is to have a flood gate for water level control which may be obtained from Fish and Wildlife. An overflow pipe is to be laid through existing ground adjacent to the dam. Seeding and mulching of the work area is to be discussed with Fish and Wildlife at a later date. The contractor is expected to handle final grading of the borrow site and other construction areas.

Construction of the dam should commence as soon as possible after plans and specs are prepared and water levels permit so as to assure completion of the facility prior to hunting season this fall.

Mort Fillmore will begin the survey and engineering work immediately. Craig Markham will write the necessary environmental document for the project. Rog Powers will work with Frank Newton to determine the before and after conditions of the wetlands created by the dam. I will arrange for oblique aerial photography.

PTD:cjh

cc: Bob Ewen
Gary Potter
Rog Powers

Send copy to Hal Vanstee ✓
Frank Tempin
this to I-205 Book

REFERRED TO

Beard — Reed
Cole — Semple
Eriksen — Watson
Hager — Wolfe
Return Discuss Do (File Copy) O...
BY FINAL DESIGN ENGINEER

Verstee
2 Olson
Scott
Swenson

RECEIVED

ROAD

Bring Up
Other

8526

8

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Willamette ACI General
Contract 8526

We have received safekeeping receipt 211023 for savings certificate 342449 for $400,000 maturing 3-8-78.

The deposit is made in lieu of retainage on contract 8526.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: Willamette ACI General

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8526

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: November 15, 1977

FROM: A. Phil Rabb

SUBJECT: Columbia River Bridge
(N. Channel Substructure) &
Government Island Section
Contract 8526, Bridge 9555
Construction Meetings of 11-14-77

Two meetings were held on November 11 to discuss construction progress on the above contract.

Meeting #1: Al Harwood's office at 10:00 a.m.

This meeting was attended by

Al Harwood - ODOT
Howard Harris - ODOT
Walt Hart - ODOT
Ed Hardt - ODOT
Marion Craft - ODOT
Phil Rabb - ODOT
Ed Blodgett - Washington DOT
Herb Schell - FHWA
Marv Perala - Sverdrup & Parcel
Ben C. Gerwick

There were several items discussed. The following is a summary of major points covered.

Pier 12 excavation is proceeding very slowly. The Contractor has tried jetting with his "vibrating clam" without much success in the Troutdale formation. He has indicated he will try drilling and jetting next. It is expected that the Contractor's proposed seal elevations may be revised, but no formal request has been received. The Contractor still has not indicated a positive method of anchoring the cofferdam to the tremie seal to prevent uplift.

Heat build-up in the tremie concrete at piers 12 and 13 was discussed. Maximum temperature in the pier 11 footing was measured at 140°F. Mr. Gerwick indicated this was the maximum acceptable temperature, and he had computer calculations predicting maximum temperatures of 175°F in the pier 12 tremie pour. Some methods of reducing this temperature are using Type 2 cement, reducing placing temperature, replacing some cement with pozzolan, and reducing cement content (7.5 sack mix had been assumed in calculations). Heat may also be a problem in the bell piers above the tremie seal.

The FHWA and Mr. Gerwick have some experimental testing they would like to do on pier 12. This will require holes in the tremie and embedded

instruments. These items will be worked out through Mr. Harwood. Mr. Gerwick would like thermal properties of the aggregate when a source is selected.

Revisions to hoops at the ends of the shafts at piers 12 and 13 were discussed. The Contractor wishes to use shorter ties with 90° hooks to facilitate slipforming. A standard 90° hook with a minimum lap was not acceptable to either S & P or the State. Alternatives of longer tie embedment, increased tie lap, and additional internal ties would be considered at the Contractor's request.

It was mentioned that the Contractor's testing lab was doing a good job taking tests, but they are not exercising sufficient control over concrete placement. Hopefully, their performance will improve with experience.

The addition of ice to obtain lower placing temperatures is causing problems for the Contractor. Although he elected not to propose a void for pier 11 columns, he would like to avoid having to use ice.

Piers 15-26 will have long lags between excavation and other work at some piers. It was noted that this could cause problems of siltation if his schedule is followed. We need to know how he intends to place the tremie concrete in the bell piers.

Approval of Pruyn point pile tip reinforcing was discussed. The tip reinforcing will almost certainly be satisfactory based on earlier work. However, it would be desirable to test a short pile through minimum sand overburden driven to higher blow counts before full approval is given. It was agreed that approval for remaining tips be reserved until this further test can be performed on a production pile, unless the economic penalty from this delay would be too severe.

Revised pile layouts for piers 15-26 are being reviewed by S & P. They will suggest alternatives for areas they feel are unsatisfactory.

Meeting #2: Willamette's project office at 1:00 p.m.

This meeting was attended by

Al Harwood - ODOT
Howard Harris - ODOT
Walt Hart - ODOT
Phil Rabb - ODOT

Ed Blodgett - Washington DOT
Herb Schell - FHWA

Roger Brown - WAG
Scott Hanson - WAG
Smokey Grant - WAG
Bob Bitner - WAG
"Buck" - WAG
Marv Perala - S & P
Ben C. Gerwick

The Contractor described his proposed method of pile installation for the bell piers. He will use their "Green Giant" pile driver with modifications as necessary for driving the HP 14 x 117 piling. In addition, there will be a frame placed accurately around the perimeter of each pier to ensure accurate location of piles. It was felt that this system would be capable of achieving desired accuracy if carefully executed. Corrections for barge tilt and other sources of error will be made.

The Contractor indicated there would be no economic penalties on the Pruyn tip reinforcing proposal if full approval were obtained by January 15, 1978. He expects to have driven some piling by then, so this schedule may be satisfactory.

Measures to reduce tremie seal curing temperature at piers 12 and 13 may prove to be expensive. The Contractor indicated that ice would reduce his production capacity and pozzolan or type 2 cement could be costly (he will check on price and availability). Mr. Gerwick will redo his computer runs for the 7-sack mix specified (rather than the 7.5-sack mix assumed), while the Contractor will estimate costs for the various proposals. This information will then be analyzed.

The problem of positive transfer of the pier 12 cofferdam weight to the seal was discussed. Reasons for not relying on friction were reviewed, and several suggestions made for mechanical transfer of loads. The Contractor will consider this information. Placing of tremie seal was discussed. Pumping was definitely unacceptable to Mr. Gerwick. The Contractor's proposed sequence (generally from the center outward with 20-foot maximum tremie spacing) seemed reasonable. The tremie mix has yet to be designed, but Mr. Gerwick felt 40 to 45 percent sand will be required.

The Contractor indicated there were several ways of stripping the bell pier forms, but they would not be designed for disassembly. He also agreed that there were long time lags in his schedule after excavation for some of the bell piers.

The pier 12 excavation is going very slowly and the Contractor is looking at ways to improve this performance.

The proposed batch plant and tremie equipment were described and seemed generally satisfactory. All critical elements are to have sufficient spare parts to meet the intent of the specifications.

It was suggested that the simplest sealing system for the tremie pipe would be the best. Furthermore, a tremie pipe that wouldn't float would

be more easily handled. Heated water for tremie seal concrete is to be avoided because of laitance and bleeding problems experienced by Mr. Gerwick.

There was some general discussion of miscellaneous topics, but no items needing immediate action.

APR:dh

cc A. C. Harwood
E. L. Hardt
H. A. Schell

8526

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(38)315

STATE PROJECT NO. See below

COUNTY NAME Multnomah-Oregon Clark - Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71004

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 20 '77
REFER TO.
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-23-77	6-21-77	Interstate 205	Primary 64

GENERAL LOCATION:
"Columbia River Bridge (North Channel Substructure) and Government Island Sec."

GENERAL DESCRIPTION OF WORK:
Consultant Agreement - Construction Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRIUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Consultant Agreement
Sverdrup & Parcel and AssociatesInc.
TEC NTE $222,000 - FF $204,700 for Phase I

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-16-77, I approve the Consultant Agreement with Sverdrup & Parcel and Associates, Inc. You are authorized to proceed with that portion of work as applies to this project - I-205-7(38)315. The balance of work under this approved agreement will be authorized as the PS&E submittals are approved for the remaining portion of the Columbia River Bridge.

A signed copy of the agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-8-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8526

2

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 8, 1977

ORIGINAL SIGNED
R.W. ELLISON

NOTED
E. S. HUNTER

FROM: R. W. Ellison
Buildings and Foundation
Unit Engineer

TO:
Mr. J. B. Boyd
Right of Way Engineer

SUBJECT:

Columbia River Bridge
(N. Channel Substructure)
& Government Island Fill
East Portland Freeway
Bridge 9555, Contract 8526

The contractor on the subject contract has elected not to exercise the option for leasing the 15 acres at the Columbia River Industrial Site. This area includes property at both the Columbia Industrial Park and FMC Corporation. We do not feel that extending the option for the superstructure contract is justifiable at this time.

Please have the option to lease cancelled in accord with terms of the lease agreements as soon as possible.

Attached for your information are copies of correspondence relative to this matter.

RWE:dh

Enclosure

cc A. C. Harwood
E. L. Hardt
V. E. Skoog
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
SEP 9'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

August 22, 1977

FILE:

FROM: ALLAN C. HARWOOD
Project Engineer

TO: EDWARD L. HARDT
Regional Engineer

SUBJECT: Columbia River Bridge
(N. Channel Substructure)
& Government Island Fill
East Portland Freeway
Contract No. 8526

A copy of correspondence from the contractor on the subject project is enclosed in which they indicate they will not exercise the option to lease the site in the Vancouver Industrial Area. The next question is whether we want to extend the option and make this property available to the superstructure contractor.

It appears there is a sufficient amount of property available with a river access that it would not be possible for one contractor to gain a significant bidding advantage by tying up property in the area. Also 15 acres will not be sufficent for casting and storing all of the superstructure elements.

I therefore feel that extending the option is not justified.

ACH/b
Enclosure
cc: Walt Hart
L. C. Grothaus

CE RME RSE
TE RECEIVED RSM
UE
SO REGION 1 RBI

cc: Walt Hart - This being the case, I would agree with AI to not extending the option. If you agree, pls take steps to that effect.
ECH

RECEIVED
AUG 24 1977
BRIDGE SECTION

NOTED
W. J. [illegible]

#8526 8-26-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(38)315

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71004

COUNTY NAME: Multnomah-Ore. State
Clark - Washington State

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highwy Engineer
State of Oregon
Salem, Oregon

@ Head

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	7-19-77	Interstate 205
		STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"Columbia River Bridge (north channel substructure) and Government Island Section"

GENERAL DESCRIPTION OF WORK:

Construction filming of the Columbia River Bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-3-77 letter, I approve the agreement with Odyssey Productions, Inc., for making three films during the construction of the Columbia River Bridge as approved by the Oregon Transportation Commission on July 19, 1977. You are now authorized to proceed with the first phase of work at a total estimated 1977 cost of $28,458 - F.F. $26,249 subject to 6% per year escalation for subsequent years for a maximum amount of $41,162- F.F. $37,967 according to exhibit "B" of the approved agreement.

A signed copy of the agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-26-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8526 Columbia R. Br. (N. Channel 1977
Substruc.) & Gov't Island Sec.
(Bridge piers & grading) #2

8596

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 9, 1977

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: AL HARWOOD
Projects Engineer

SUBJECT: I-205 COLUMBIA RIVER BRIDGE
USE OF GOVERNMENT ISLAND BY
THE CONTRACTOR

NOTED
H. S. COULTER

I have attached a copy of a May 19 letter addressed to Robert Bothman from the Port of Portland which states the conditions under which the Port would allow use of its lands for the construction of I-205. Also attached is a May 25 memo from Bob Bothman which (1) requests that the Port direct any requests for the use of its land to this office, and (2) brings to our attention the statement in the FEIS for the project relative to the impact of construction on Government Island that "no area outside the right-of-way line will be disturbed in conjunction with construction of the project."

I didn't realize the FEIS was that restrictive, so I asked Gary Potter's office to research the document and give me all comments that referred in any way to Government Island. In response I got the following:

Pages 194 and 195 -- Erosion Control and Water Quality
Pages 225 and 226 -- Work Area and Acreage of Land Required
Pages 239 and 259 -- Retention of Wild Life
Page 251 -- Use of the Island as a Material Source

I am not advocating that we read the FEIS literally in order to try to find a loophole that would allow the contractor to do permanent environmental damage to the island. I think, instead, we should try to follow the intent of the document -- minimize harm to the natural environment -- and still get the job done. As you and I have discussed, I believe it would be prudent, if the contractor desires to use Government Island land outside our right-of-way, to discuss his proposal with Gary Potter and Cliff Christensen before any firm decision is reached.

Attachments
ELH/cr
cc R. N. Bothman
H. S. Coulter
C. T. Keasey
J. B. Boyd
Gary Potter

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STATE HWY ENGR
JUN 13 '77
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

8526

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Portland, Oregon
May 27, 1977

FROM: ALLAN C. HARWOOD
Projects Engineer

TO: MEMO TO THE FILE

SUBJECT: Columbia River Bridge (N. Channel Substructure) and Government Island Section

Meeting May 18, 1977

Joint Venture Contractor

Art Riedel (WW)
Harold D. Rice (WW)
Dick Jackson (General Contractors)
R. Harvey (General Contractors)
R. A. Franske (Attorney)

Oregon State Highway Division

H. S. Coulter
E. S. Hunter
A. C. Harwood
Walter Hart
Edward L. Hardt
John Howard
Walt Barrie (Attorney)
Jim Durham (Attorney General"s Office)

The meeting attended by the above, held in Mr. Coulter's office, was to reconsider items presented at the previous day's meeting, particularly the proposal for pouring piers 15 to 26 in place. The contractor modified his proposal and indicated that the reinforcing steel would be furnished and placed as called for in the plans and that the structural characteristics and appearance of the pier would be as shown in the plans.

The concrete in the pier, except for the bottom 7 1/2 feet, would not be tremie concrete but would be structural concrete poured in the dry.

The contractor was advised that we could find nothing in the contract documents which would prohibit use of the method as described for construction of the piers, however, approval could not be given for any proposals which may or may not deviate from contract drawings until the successful bidder submitted formal proposals including detailed drawings to the Department for review.

The contractor was also advised that if the change proposed was just a change of method or procedure it would be considered as being within the discretion of the contractor but as indicated in the plans would still have to be submitted to the state for review. If the change involved a design change the value engineering provisions of the contract would be applied.

The contractor was also advised that any qualifying clauses attached to his proposal which indicated construction other than that required in the plans and specifications could result in rejection of the bid proposals as being non-responsive.

ACH/b

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

May 17, 1977

FILE: CON 5

NOTED
H. S. COULTER

FROM: ALLAN C. HARWOOD
Project Engineer

TO: MEMO TO THE FILE

SUBJECT: Columbia River Bridge (N. Channel Substructure) and Government Island Section

Meeting, May 17, 1977

Willamette Western	Oregon State Highway Division	
Bob McGerry	E. S. Hunter	Walt Hart
Smoky Grant	Phil Oakley	A. C. Harwood

The meeting attended by the above was requested by Willamette Western to discuss alternate designs for the pier construction and the request for determination as to whether the alternate they outlined would be considered discretionary or as a value engineering proposal.

Willamette's proposal involved driving piling, setting the steel shell, the shape of the planned pier, pouring 7 1/2 feet of seal concrete, de-watering, placing reinforcing steel and pouring the remainder of the pier in the dry. The answer was that this proposal deviated from the precast concept of construction and involved major design changes particularly in the reinforcing steel. As such it would be considered a value engineering proposal.

It was indicated that segment 1 could be eliminated or poured in place as a discretionary item. If segment 1 is eliminated segment 2 would require modification.

Willamette asked if a steel caisson could be utilized in lieu of the concrete caisson detailed in the plans. We replied, "yes it could". They also asked about a convential coffer dam alternate at pier 13. We replied this would be considered a value engineering change.

Willamette also indicated they felt pier 11 could be built without a seal. They were concerned that if they bid it that way there was a possibility that for some other reason we would decide a seal would be desirable. We replied that if it could be constructed without a seal we would not arbitrarily require that a seal be constructed.

ACH/b

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#9526

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Dixy Lee Ray - Governor
W. A. Bulley - Director

May 26, 1977

NOTED
E. S. HUNTER
cc Cecil Head
Walt Hart
Kenney
5-31-77

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: North Channel Substructure Contract
Columbia River (I-205) Bridge
Bridge 9555
Proposal and Bid Summary

Dear Ed:

Your letter of May 23 transmitted for our review the bidding summary for all bids received for the subject project together with the Engineer's Estimate. We note that the low bidder, Willamette-Western Corporation, submitted the unit price of $.20 per cubic yard for Embankment-In-Place, Item 4. Willamette-Western also bid $1.00 per cubic yard for Structural Concrete, Class 3300 (seal), Item 13. We believe that both of these unit prices are something less than actual cost. However, from our limited knowledge of your specifications, we are unable to spot any evidence of unbalanced bidding. It would appear that the low bidder does not anticipate the need for the quantity of seal concrete contemplated in the proposal. We are also confident that your specifications are written in such a manner to assure that any and all quantities of Items 4 and 13, which are ultimately required, would be furnished at the unit prices submitted.

Other than these two minor elements, we find no reason to comment and are pleased to concur in your recommendation that an award be made to the low bidder, Willamette-Western Corporation, whose bid appears to be within 4.8% of the Engineer's Estimate.

Very truly yours,

W. A. BULLEY
Director of Highways

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WAB:dp

Howard Sorensen, Chairman, Ellensburg · A. H. Parker, Bremerton · Virginia K. Gunby, Seattle · Julia Butler Hansen, Cathlamet · Lorna Ream, Spokane · Lue Clarkson, secretary

8526

May 23, 1977

Mr. W. A. Bulley, Director
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Mr. Bulley:

North Channel Substructure Contract
Columbia River (I-205) Bridge
Bridge 9555
Proposal and Bid Summary

Enclosed is the bidding summary of all bids received May 19, 1977 for the subject project, along with copies of the Construction Authorization, low bidder's proposal, and the engineer's estimate. (The latter item should remain confidential until after the award of the contract.)

The summary includes the unit price and extension of the low bid and unit prices of all the other bidders.

We recommend award to the low bidder - Willamette-Western Corporation; however, your approval is required by the contract between our Departments. We would appreciate receiving your concurrence as soon as possible in order to make the award before the deadline date of June 18, 1977, after which the contractor is not bound to the proposal submitted.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

cc/enc. * R. L. Carroll, District Engineer
Washington Department of Highways
P. O. Box 1717
Vancouver, Washington 98663

* Glen L. Green, Division Administrator
Federal Highway Administration
Salem, Oregon 97308

bc H. S. Coulter
Ed Hardt (enc.*) *(Same as to Mr. Bulley, except for proposal)
Walt Hart
P. M. Oakley

(BRIDGE)/ESH:ja

8526

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 18, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Government Island Clearing
I-205 Structure

TO: E. L. Hardt
Region 1 Engineer

NOTED
E. S. HUNTER

The EIS states, "that in clearing the approximately 10.5 acres for the fill on Government Island, restrictive specifications will limit harm to adjacent vegetation during clearing and construction".

This statement has been interpreted to mean that the successful bidder cannot clear a staging and storage area outside the normal clearing limits for the construction of the I-205 embankment. It has also been interpreted to mean that the successful bidder can clear staging and storage areas on Government Island outside our normal right-of-way limits for the I-205 freeway. At the same time a review of the project specifications does not appear to clearly limit a contractor's operation to the degree that the environmentalists feel necessary.

Government Island is environmentally sensitive area and the impacts of the bridge and the embankment construction must be controlled. Mr. Potter and Mr. Christensen feel that commitments have been made to agencies and individuals that we must comply with if we plan to construct the I-205 freeway.

Bob Bothman has obtained a commitment from the Port of Portland that the contractor must get State approval for any proposed land use on Government Island. We should determine what the FHWA-Environmental-Regional position will be on the contractor's possible use of Government Island for staging and storage areas. It is important that all of the interested parties get together and establish a firm policy and guidelines to deal with the contractor.

cc: Gary Potter
Duane O. Christensen
Al Harwood
E. S. Hunter
C. T. Keasey

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MAY 19 '77
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STATE OF OREGON

INTEROFFICE MEMO

TO: THE FILE
ORIGINAL SIGNED BY R.N. BOTHMAN

DATE: May 12, 1977

NOTED
H. S. COULTER

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 at Government Island

I contacted the Port of Portland relative to contractors using Government Island for work areas.

Jim Church advised a letter will be sent by Lloyd Anderson to all contractors reminding them to work with the state to obtain any agreements for use of Port property involved with I-205.

The specific concern is with commitments made in the FEIS for use of properties on Government Island adjacent to the freeway right-of-way--precluding that use. It will be necessary for the state to adhere to the stipulations in the FEIS.

ebg

cc: [redacted] Coulter
C. T. Keasey
J. B. Boyd
W. J. Hart
James Church

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81-125-1307

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FORM 81:734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 12, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: I-205

ORIGINAL SIGNED BY
GARY A. POTTER

TO: J. H. Versteeg
Road Design

The 4(f) Statement on the subject project clearly states that in clearing the approximately 10.5 acres for the fill on Government Island, restrictive specifications will limit harm to adjacent vegetation during clearing and construction.

Please refer to pages 225 and 226 of the subject document for the descriptions.

This brings to mind the question: have copies of the I-205 EIS been distributed to the Region Engineer, Region Construction Engineer, Construction Engineer and his assistants, and the Resident Construction Engineers? Each one of those individuals should be referring to the document from time to time as situations arise.

Let me know if you need copies of the EIS.

GAP:ss

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
R. N. Bothman
J. B. Boyd
F. E. Terpin

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DOT OPERATIONS
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FOR
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#8526

Salem, Oregon
May 6, 1977

Footpaths and Bicycle Trails
May 19 Bid Letting

H. S. Coulter
State Highway Engineer

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened May 19 on the following project:

Columbia River Bridge (North Channel Substructure)
and Government Island
East Portland Freeway
Multnomahm Clackamas and Washington Counties

Bridge Piers and Grading

A 9'4" Class I bikeway will be provided on this section under a later contract.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8526

April 20, 1977

Mr. R. E. Grant
Vice President & Division Manager
Heavy Construction Division
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

copy in 8519

Dear Mr. Grant:

This will confirm the telephone message I left with your office April 19, indicating that we have decided to go ahead with bid opening on April 28 for the South Banfield Interchange, N. E. Halsey Street Undercrossing, and Banfield Freeway Overcrossing.

We made this decision after careful consideration of your request and after contacting all of the holders of bidding plans for both the Banfield Interchange and the I-205 Columbia River Bridge projects.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bc H. S. Coulter
P. W. Ellison (enc.)
J. H. Versteeg "
R. N. Bothman "

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 18, 1977

R. W. Ellison

FROM: R. W. Ellison
Acting Bridge Engineer

SUBJECT:
S. Banfield Interchange Project
Delay of bid opening

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER
No delay

Telephone survey of possible bidders on the subject project was made after Willamette-Western Corporation requested that the bid opening for the subject project be delayed. This delay would eliminate conflict with bid preparation for the Columbia River Bridge, North Channel Substructure project. Only request from possible bidders who also hold bid plans for the Columbia River Bridge N. Channel Substructure were considered. Scheduled bid opening for the subject project is April 28. Bid opening for the Columbia River N. Channel Substructure is May 19. Results of the survey follow:

Additional Time Requested	Number Requests
"More Time"	4 ~~Less 6~~
2 weeks	1
6 weeks (3 weeks after opening for Col.R.Br.)	2
None	1

Four possible bidders said they could use "more time" would not say how much. Perhaps there is a human tendency to use more time if it is available.

It seems logical that preparing a bid for the subject project would conflict with bid preparation for the Columbia River Bridge N. Channel Substructure. This is similar work and would attract the same contractors. Avoiding this conflict would require a six-weeks' time extension. Only two contractors requested an extension for this reason.

One contractor requested two weeks' extension and another indicated no extension is necessary.

Since the logical reason for extension is conflict with the Columbia River project, and since only two of the eight contractors involved made mention of same, it appears this conflict is not a wide spread problem.

Moving the subject project ahead two weeks would place it one week ahead of the Columbia River project and would probably cause some conflict by having two bid openings so close toghether.

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File

Moving the project ahead six weeks does not appear warranted.

Moving the project ahead one week would be satisfactory to the State and would comply with the four requests for "more time".

It is therefore suggested the subject project bid opening be rescheduled for May 5, 1977.

RWE:smd

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

April 18, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Department of Transportation
Oregon State Highway Department
140 State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Confirming our telephone conversation of April 15, we would appreciate your consideration in postponing the bid date for the South Banfield Interchange N. E. Halsey Street Under Crossing and Banfield Freeway Over Crossing from April 28 until June 9, 1977.

As I explained, primarily the reason for this request arises from the effort that is required in the bidding of the Columbia River Bridge North Channel Substructure bidding on May 19. Additionally, the South Banfield Interchange project in itself appears to be sufficiently complex to justify a longer bidding period than presently allowed.

Your consideration of this request will be sincerely appreciated.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

R. E. Grant
Vice President & Division Manager
Heavy Construction Division

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8526

April 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Seal Elevation, Pier 12
Columbia River (I-205) Bridge
Bridge 9555
Your File 1041BR

In response to the concern for the depth of scour at Pier 12 expressed in your memo of March 9, the bottom of the minimum seal permitted for this pier has been lowered to elevation -68.

This information has been put on the plans and forwarded to all plan holders with our Revision Letter No. 2 dated March 31, 1977.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. W. Ellison

PMO:dh ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 9, 1977

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Pier 12 - Change in Bottom Seal Elevation

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
ATT : Mr. W. J. Hart, Bridge Engineer

Talk in Gen. Letter 3-11-77

We received your PS&E submittal for the Columbia River Bridge Substructure contract and approved it for advertising on February 23, 1977. We did note, however, that the seal and footings at Pier 12 have been changed. The seal depth was raised 9½' and the footing altered with the pedestal.

As you know our original approval was based on a Pier 12 seal depth of elevation -68.5, which was the maximum scour depth. Further computations with the new pier width show that the scour still is generally in the same vicinity and this computation neglects the sediment layer that has accumulated in the 4 years since the initial test hole drilling. We have previously expressed our concern of the one-half seal depth at this location.

As we informed you on February 28, we still feel that the seal should be placed to elevation -68.5 for protection against scour. One acceptable resolution would be to increase the seal thickness to 23.5' to obtain this embedment. We have no objections to the pedestal-type footing and feel this savings is justified. Please revise the plans and submit the change to bidders as an addendum to enable competition in the bidding process.

for G. L. Green

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STATE HWY ENGR
MAR 11 '77
REFER TO Hart
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

CY-
3-17-77

15216

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

April 4, 1977

Columbia River (I-205) Bridge
Bridge 9555
Substructure Contract Spans 10-26

Your File 1041 BR

Your memo of March 17, 1977 has been forwarded to this office for reply.

The following actions have been taken in response to the points brought up by Mr. Cowdery.

Piling -

The following has been added to the special provisions: "503.32 (e) Water Jets - Jetting of piling in Pier 27 (Abutment) will not be permitted."

The problems of overdriving the end bearing piling has been thoroughly discussed with our field personnel.

Government Island Embankment -

1. The surcharge has been removed except for a short segment at each end abutment.

2. Money to provide the necessary monitoring of the post-construction settlements has been included in the project authorization.

3. The subexcavation at stations 93 to 94 is proposed because one of CHWM's drill holes at the edge of a topographic

depression shows wet and soft material in the upper few feet. We had to assume that the surface soil in the depression was the same or worse. Removal of whatever muck may be there is provided to prevent possible spreading of the fill.

If there are further questions on any of these points, please let us know.

WALTER J. HART

Walter J. Hart
Bridge Engineer

cc H. S. Coulter
E. S. Hunter
R. N. Bothman
A. C. Harwood
J. H. Versteeg

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 17, 1977

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Mr. H. S. Coulter, State Highway Engineer
ATT : Mr. W. J. Hart, Bridge Engineer

Attached is a March 10 memorandum to Mr. Tokerud from our soils engineer covering the foundation design of the above project. We are forwarding these comments for your information and possible consideration.

Please note there is a question of the necessity for part of the embankment. If you confirm this comment and the surcharge disposal is a difficulty, this might eliminate part of the problem. This information has been discussed informally with your people.

Please let us know if we can be of further assistance.

For G. L. Green

Attachment:
Ltr, 3-10-77, FHWA to Region

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MAR 18 '77
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Bridge
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COPY

222 S. W. Morrison St.
Portland, Oregon 97204

March 10, 1977

Oregon Project I-205-7(2) 303
Columbia River Bridge
North Channel Substructure Contract
(Reference Art Green's February 25, 1977 memorandum);

Chassie

10ED.1

Director, Office of Environment and Design

3/10/77

Dykema

Mr. Roy H. Tokerud, Director
Office of Bridge

3/10/77

Per your request, we have reviewed the advance plans, specification, and estimate for the above project and offer the following comments for consideration:

Cowdery
Hathaway
Leland
Lloyd
Dykema
Fiala
Leighty
Potter
Snow
Chassie
Jones
Buck
Danks
Siegber
Files

Piling

We are pleased that the special provisions contain the major recommendations made by the foundation consultant, with one apparent exception. We note that special provisions section 503.32(e) on water jets states that use of water jets will not be permitted during the last 20 feet of driving. We assume this is meant to refer to end-bearing piles.

For friction piles, the foundation consultant previously recommended that jetting not be allowed. We concur in this recommendation. Loosening of the granular soil due to jetting could result in reduced pile capacity, with the result that longer friction piles would be required to achieve desired bearing. Therefore, we recommend the following be added to the special provisions on piles: "Jetting will not be allowed for friction piles"

A further point, which need not necessarily be included in the special provisions, should be emphasized to the State's construction inspectors. The end-bearing production piles must be driven to refusal (refusal being defined as 13 blows/inch) on the dense conglomerate formation in order to develop the intended capacities (200 tons). Upon hitting the conglomerate, the piles should "take up" rather quickly. To prevent overdriving, the piles should be marked in one-inch increments at the depth that the Troutdale formation is expected to be encountered. When driving resistance reaches the specified 13 blow/inch, driving should be terminated. In no case should the piles be overdriven. Overdriving results in irreversible damage to the pile as well as disturbance to the bearing stratum.

R. H

Government Island Embankment

1. We question the need for the proposed [illegible] surcharge along the entire embankment length. Please note that the soil consultant's report for the South Channel Bridge indicates that the anticipated settlement of the Government Island foundation soils should amount to not more than a few inches and should occur within a few weeks of completion of the fill. We have made a detailed review of the boring logs and laboratory test results for the foundation soils across Government Island. Our independent settlement calculations confirm the consultant's findings. Most of the settlement will occur rapidly during construction of the fill. Please note the State presented the same conclusion in Mr. Hartis December 3, 1976 letter to Mr. Green. What residual settlement that will occur after fill placement, if any, should easily occur within two to three months, well within the contract specified six-month minimum waiting period.

3.
94+0
Coul

Plea
abov

Further, please note that the borings made across Government Island (Borings 37-42) show the foundation soils to be predominantly A-3 and A-4 materials, i.e. non-plastic silts and fine sands. The few samples that showed any evidence of plasticity and clay content were obtained within the upper four to five feet. This "worst" material is the material that was tested and upon which the time estimates are based. Thus, even the two to three month time estimate is considered conservative for the soil conditions that exist.

RGCh

We assume that the proposed surcharge is called for to take out what settlement might occur when the pavement section is placed. This settlement will probably only amount to an inch or less. Thus, at a maximum, the proposed surcharge should only be allowed at the abutments. The abutments are really the only areas of major concern where it is desirable that settlements be completely removed in order to prevent a bump at the bridge ends. A 100 foot long surcharge would be ample at each abutment. There is no need for surcharging the entire embankment length, and the proposed full length surcharge is an unwarranted expense.

2. It has previously been agreed that instrumentation will be provided to monitor post-construction settlements and determine when it is complete. The State has proposed using surface monuments which we consider acceptable. The plans and special provisions include no information on settlement monitoring, that we could find. We are assuming that the State still intends to install the monuments. Could you pursue? We feel that, at a minimum, monuments should be placed at the abutments and at least two other locations along the remaining fill.

3. Five feet of subexcavation is proposed between station 93+00 to 94+00. The plans do not specify why the subexcavation is being made. Could you clarify?

Please let us know if you have questions or comments on any of the above, or if we can be of further assistance.

Richard C. Cowdery

By: Harley E. Dykema
Highway Engineer

RGChassie/kds

8526

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Dixy Lee Ray - Governor
W. A. Bulley - Director

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 23, 1977

NOTED
E. S. HUNTER

Walter J. Hart
Bridge Engineer
State of Oregon
Highway Building
Salem, Oregon 97210

Attention: R. W. Ellison

Columbia River Bridge I-205
North Channel Substructure

Gentlemen:

In accordance with the agreement between our agencies, Washington has reviewed and commented upon the plans, specifications and estimates submitted by Oregon for this portion of the project.

Several recommendations for changes and corrections have been made, most of which have been resolved as shown in the latest copies of the PS&E furnished by your office. There remain, however, a few items which, to our knowledge, have not been revised in the documents as of this date.

With the expectation that these items, which are detailed in other correspondence, will be resolved satisfactorily and necessary changes made to the plans or contract provisions, you have our tentative approval of your present PS&E for the North Channel Substructure contract. When we have received and reviewed your final PS&E, in exact form as you intend to present it to contractors for bidding purposes, formal approval by this Department will be considered.

With regard to one specific item, there is a stipulation we feel is necessary. You plan to release the foundation reports prepared by the Consultant which include interpretive statements and conclusions. The practice of this Department is to release only the factual data, such as soil/boring logs and test pile records. Even though your contract provisions disclaim responsibility for the accuracy of the interpretive information, the State of Washington may not participate in the cost of any claims resulting from the interpretive data or opinions stated in the foundation reports.

NOTED
R. W. ELLISON

Very truly yours,

W. A. BULLEY
Director of Highways

C. S. Gloyd

By: C. S. GLOYD
Bridge & Structures Engineer

RECEIVED
FEB 24 1977
BRIDGE SECTION

WAB:is
CSG

cc: W. M. Foster
R. L. Carroll

Howard Sorensen, Chairman, Ellensburg · A. M. Parker, Bremerton · Virginia K. Gunby, Seattle · Julia Butler Hansen, Cathlamet · Lorna Ream, Spokane · Lue Clarkson, secretary

8526

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 23, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Memo to the File

SUBJECT:

Columbia River (I-205) Bridge
Bridge 9555
North Channel Substructure
Washington's Tentative Approval
PSE Documents

NOTED
E. S. HUNTER

I called Mr. C. S. Gloyd, Bridge Engineer, Washington Department of Highways, today and received verbal tentative approval, subject to corrections which have been identified, of the PS & E documents for the subject project. Mr. Gloyd will document this tentative approval by letter today.

Final formal approval will be given after final plans and specifications are submitted to the Washington Department of Highways. Such submission can probably be made in early March.

RWE:dh

cc C. S. Gloyd
Glen Green
E. S. Hunter
R. N. Bothman
W. J. Hart, Reg. 1
A. C. Harwood
John Howard
P. M. Oakley

RECEIVED
STATE HWY ENGR
FEB 23 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8526

2-23-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(38)315

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah-Oregon
Clark-Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71004

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
Rulien
FOR
D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-23-77	2-23-77	Interstate 205	Primary 64

GENERAL LOCATION:
"Columbia River Bridge (North Channel Substructure) and Government Island Section"

GENERAL DESCRIPTION OF WORK:
Grade, Bridge Piers (16) Code 0010, X081
Miles 1.247

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Temp Erosion Control	$ 200
Settlement Plates & Pipes (E.W.)	$ 200
Field Laboratories (2)	$10,000
On the Job Trainees (15)	$12,000

☐ ACQUISITION OF RIGHT OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's February 18, 1977 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $32,659,149. Federal funds $30,023,396.
(Oregon TEC 26,321,541 - F.F. 24,278,989)
(Washington TEC $6,337,608 - F.F. 5,744,407)
A signed Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-23-77	E. Polach	Dist. Engr. for Division Admin.

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8526

PRO 6-2

February 1, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rufien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71004
Project No. I-205-7(38)315
Columbia River Bridge (N. Channel Substructure)
& Government Island Section
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on April 14, 1977.

One copy each of the State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously forwarded.

JLG:dpy

Attachments

cc: Walt Hart - Region 1

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2/1/77

FEDERAL-AID PROGRAM DATA

CARD 2 | REPORT NUMBER (18) (20) | PROJECT LOCATION (45 typewriter spaces) (21 68): I-205, Columbia River | ADT | PRESENT: N/A* | FUTURE: 66,000 (66) (70) | YEAR: 96 (71) (72) | REGION: 10 | STATE NAME: Oregon Washington

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28 62): Grade, Bridge Piers (16) | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUFF. ABCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER: PREFIX LETTER(S) (14 28): I- | NUMBER (7): 205-7

CARD 4 | CLASS OF FEDERAL FUNDS: Interstate (Mandatory 30% for closing essential gaps) | COUNTY NAME: Multnomah, OR 051 Clark, WA 011 (114) | NAME OF URBAN AREA (17-31): Portland | ROUTE NO. I | FEDERAL-AID: I-205 (32) 64 OR | STATE: I-205 WA (36) (37) | U.S.: I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS (42)	WORK: TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) X081 0010		"Columbia R. Br. (N. Channel Substructure) & Government Island Section"	0.13	5,300,000	4,803,000	497,000	(Washington)
								1.12	27,700,000	25,550,000	2,150,000	(Oregon)
								1.25	33,000,000	30,353,000	2,647,000	

CARD 1 | CODE 1 | PREPARED BY: JLG | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES: 10-4-76 OR 1/21/77 WA

*Traffic presently on I-5

REMARKS: Additional Data: Item Nos. 252
Project Nos: I-205-7(2)303, I-2

FORM PR-1
(REV. 4-61)

2/1/77

FEDERAL-AID PROGRAM DATA

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
- Columbia River	ADT	N/A*	66,000	96	10	Oregon Washington	41 53	045	71004 78511

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
6)								I-	205-7	(38)	315	

terstate (Mandatory 30% for closing essential gaps)

COUNTY NAME: Multnomah, OR 051 Clark, WA 011 — CODE

Portland

ROUTE NO. I — FEDERAL-AID: I-205 — STATE: 64 OR I-205 WA — U.S.: I-205

PROGRAM STAGE: [ ] 1 OR [ ] 2

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
								(Note: 2 of the 16 piers lie within the State of Washington)
								ROW-400 normal; Access Control-full; Parking Restrictions-complete.
T		"Columbia R. Br. (N. Channel Substructure) & Government Island Section"	0.13	5,300,000	4,803,000	497,000	(Washington)	90.64%
			1.12	27,700,000	25,550,000	2,150,000	(Oregon)	92.24%
		PROJECT TOTALS	1.25	33,000,000	30,353,000	2,647,000		

JLG

DATES: 10-4-76 OR
1/21/77 WA

*Traffic presently on I-5

REMARKS:
Additional Data: Item Nos. 252, 448 & 543;
Project Nos: I-205-7(2)303, I-205-7(9)313 & I-205-7(13)300 respectively

-OVER-

COLUMBIA RIVER BRIDGE (N. CHANNEL SUBSTRUCTURE) & GOVERNMENT ISLAND SECTION

PROJECT NO. I-205-7(38)315

REMARKS-continued

Project Data: The work consists of (1) partial construction of the 16 piers for the north (main) channel and south approach substructure, i.e., footings and portion of columns for a future superstructure 5,712.95 feet long having a horizontal clearance of 148 feet to accommodate eight 12-foot traffic lanes (4 N. Bd. & 4 S. Bd.) with 10-foot shoulders and a 12-foot area in the median to provide a 9-foot 4-inch bikeway; (2) construction of embankment approximately between Station 83+10 and Station 94+80 to accommodate roadway described for bridge; (3) incidental work common to this type of project.

Unusual Circumstances: This is an Oregon-Washington joint-venture project. The contract will include two piers (11 & 12), on the north end of the structure which lie within Washington State. In accordance with FHPM 6-3-2-2, paragraph 9h, the work in Washington carries the same project number since Oregon will administer the project.

Utilities & RR: Adjustment of utilities and railroad facilities are programed under I-205-7(13)300.

IM 50-1-70 Requirements:
Oregon - State Clearinghouse and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970 respectively.
Washington - State Clearinghouse and District Clearhinghouse A-95 approvals dated December 13, 1976 and December 9, 1976 respectively.

FHPM 7-7-2 Requirements: FHWA Oregon Division office letter of October 13, 1976 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective November 12, 1976.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - Design held May 19, 1976
(b) Location/Design - - Approved October 7, 1976 as described in the Final EIS/4(f) document.

Data for PR-37:

Structure (Type Code X081) - - - - - - - - - - -	$32,018,(
Roadway (Type Code 0010) - - - - - - - - - - -	982,(
Total estimated cost	$33,000,(

Note:

(1) The project is in Congressional District No. 3 in in Washington.

(2) On-the-job trainees, as set forth in FHWA order i this project will be determined at PS&E stage an stipulated in the PS&E documents.

(3) The project is included in the approved CRAG FY 1

NNEL SUBSTRUCTURE) & GOVERNMENT ISLAND SECTION

NO. I-205-7(38)315

ists of (1) partial construction of the 16
annel and south approach substructure, i.e.,
mns for a future superstructure 5,712.95 feet
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e a 9-foot 4-inch bikeway; (2) construction of
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bridge; (3) incidental work common to this

is an Oregon-Washington joint-venture project.
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ashington State. In accordance with FHPM 6-3-2-2,
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of utilities and railroad facilities are programed

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rocedures effective November 12, 1976.

ign held May 19, 1976
roved October 7, 1976 as described in the Final
IS/4(f) document.

Data for PR-37:

Structure (Type Code X081)	$32,018,000
Roadway (Type Code 0010)	982,000
Total estimated cost	$33,000,000

Note:

(1) The project is in Congressional District No. 3 in Oregon and No. 4 in Washington.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(3) The project is included in the approved CRAG FY 1976 TIP Annual Element.

8526

PRO 6-2

February 1, 1977

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rullen
Program Management Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PNRS No.
71004	I-205-7(38)315	Col. Riv. Br. (N. Channel Substructure) & Government Island Section

NOTE: Attached for your reference is a copy of the A-95 review approval letter dated September 29, 1970.

Attachment

JLG:dpy

cc: G. L. Green - FHWA

8526 ○ ~ ○ I-205

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 25, 1977

Mr. Lyle Thompson
Port of Portland
P.O. Box 3529
Portland, Oregon

File No. 48873
Col. River Bridge Section
East Portland Freeway

Dear Mr. Thompson:

As per our telephone conversation yesterday, I have prepared a new permit of entry to include the area on Government Island only. This permit of entry will take care of the immediate needs for construction within this area. As I explained, we will need this soon. I find from our design section that in order to certify clearance to the FHWA we will need this permit by February 4, 1977. If this does not allow enough time for your consideration and this schedule cannot be met, please let me know as soon as possible. I am sorry that our schedule does not allow more time.

Rev. Desc. to R/W 2.8.77 B.

We are revising our description to include that parcel between the existing Marine Drive and the Columbia River on the easterly side of the proposed right of way that will be required for a storm sewer out fall. We are also drawing up a description of that property acquired from the "Port" that will be declared excess.

Our next scheduled contract affecting the property owned by the "Port" will be in April, 1977 which will be the realignment of Marine Drive. There is a possibility that appraisals of the property owned by the Port and required for the project plus appraisals of the excess property to be traded back to the Port will not be completed in time to allow an adequate time to reach an agreement prior to this April contract. For this reason, I will probably approach you with another permit of entry for the Marine Drive realignment plus the storm sewer out fall when descriptions have been completed.

Thank you very much for this important and much needed consideration.

REFERRED TO

Beard ____ Reed ____
Coln ____ Sample ____
Eriksen ____ Watson ____
Hager ____ ____
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

GSC:lrb

cc Adrian Olson

Very truly yours,

GENE ST. CLAIR
Ass't. Metro R/W Supervisor

1 Versteeg
2 Olson
4 Christensen
3 Scott
Swenson
Savage

RECEIVED
JAN 27 1977
ROAD DESIGN SECTION

Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8526 D

1-21-77

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

21 January 1977

A PERMIT TO dredge approx. 10,000 cy of material, downstream from the west end of Lemon Island. The material will be removed to a depth of -6 feet crd to allow barging construction materials up the South Channel to the I-205 bridge site.

AT Portland, Oregon

HAS BEEN ISSUED TO Oregon Dept. of Transportation **ON** 21 January 1977
Highway Division

ADDRESS OF PERMITTEE State Highway Building
Salem, OR 97210

PERMIT NUMBER

001913 (Columbia River-Dredging)

for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

Application No. 071-OYA-1-001913

Name of Applicant OREGON DEPT. OF TRANSPORTATION, HWY DIV

Effective Date 21 January 1977

Expiration Date (If applicable) 31 January 1982

RECE
STATE H
JAN 12
RECEIVED

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 28 May 1975 for a permit to:

(XX) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
Highway Division
State Highway Building, Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to dredge approximately 10,000 cubic yards of material, downstream from the west end of Lemon Island. The material will be removed to a depth of -6 feet c.r.d. to allow barging construction materials up the South Channel to the I-205 bridge site. The dredging will be accomplished by clamshell with the material to be placed in highway fills or side cast depending on material suitability and construction sequence.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

at Columbia River mile 111.2

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at Portland, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

001913 (Columbia River-Dredging)

subject to the following conditions:

1. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions b or c below, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 31 day of Jan, 19 78, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31 day of Jan, 19 82, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

bb. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

cc. The disposal area method of disposal or method of dredging will not be changed without the prior written approval of the District Engineer.

dd. When the District Engineer has been notified by a fishery agency that a dredging or filling activity is adversely affecting fish or wildlife resources or the harvest thereof and the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity to the extent necessary to mitigate or eliminate the adverse effect as required.

ee. If any other Federal authorization or any State or local authorization is required for the performance of the work or activity described in this permit and if such authorization is not secured or, if secured, expires or is otherwise terminated, this permit shall become invalid and remain invalid until the required authorization or re-authorization is secured.

ff. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal Permit No. 2202.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Ed Hunter — 1-20-77

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

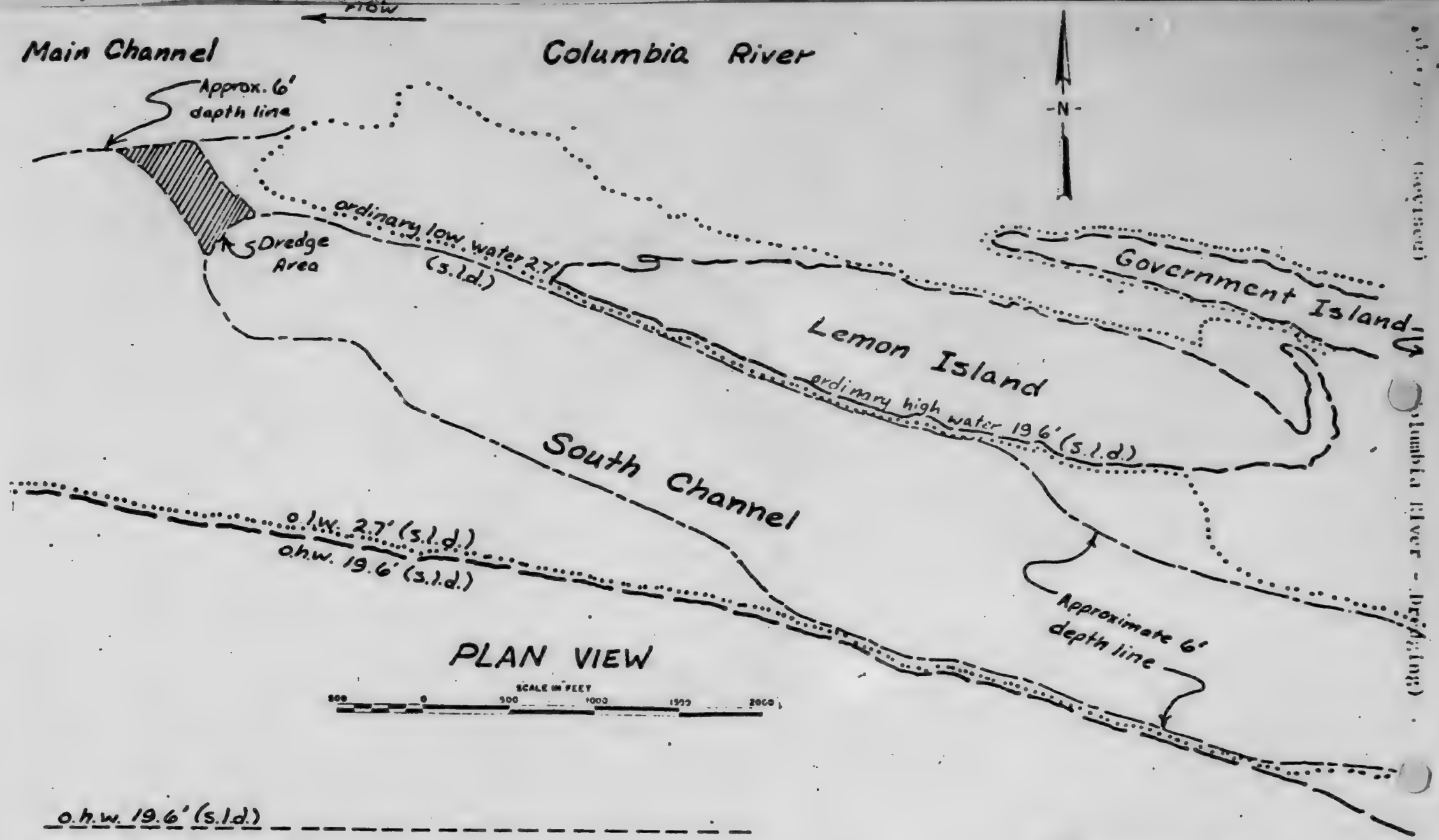
21 January 1977

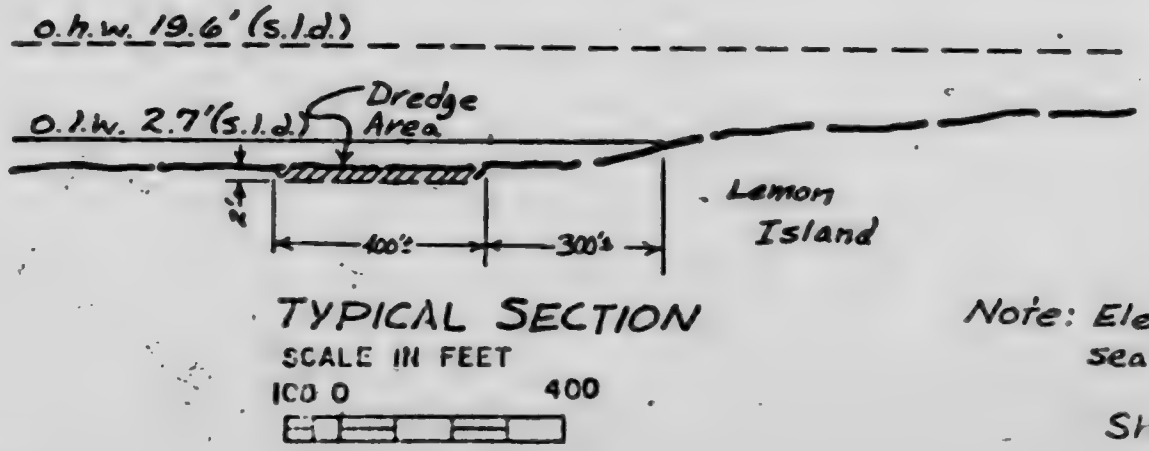
DATE

By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE





TYPICAL SECTION
SCALE IN FEET
100 0 400

Note: Elevations refer to sea level datum.

Sheet 5 of 5

Proposed Work
in Columbia River
at Mile 111.2
County of Multnomah, State Or.
Applicant by [illegible] Division
Date 27 May 1975

DEPARTMENT OF THE ARMY PERMIT - 071-OYA-1-001895 - Dredging & Filling

I-205 Bridge, Columbia River
River Mile 113.5

Original of Permit
& cy of Notice of Authorization sticker - General Files

Cy Permit & cy sticker - Keasey, Hart, Versteeg, Terpin,
Rulien, Region I

Original of sticker & cy permit - Cecil Head: Pls. care
for mailing of sticker to Resident Engineer with
signed cy of contract when let.

1/24/77

NOTED
C. W. HEAD

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

21 January 1977

A. **PERMIT TO** dredge two channels to allow access to the construction site of the I-205 Highway Bridge piers and a temporary loading dock. Access channels will require excavating approx. 300,000 cy of material which will be placed on the upland and used as highway fills or side cast and replaced upon completion.

AT Portland, Oregon

HAS BEEN ISSUED TO Oregon Department of Transportation **ON** 21 January 1977
Highway Division

ADDRESS OF PERMITTEE State Highway Building
Salem, OR 97310

PERMIT NUMBER

001895 (Columbia River-Dredging & Filling)

for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-598

Application No. 071-OYA-1-001895

Name of Applicant OREGON DEPT. OF TRANSPORTATION, HWY DIV

Effective Date 21 January 1977

Expiration Date (If applicable) 31 January 1984

RECEIVED
STATE HWY ENGR
JAN 24 '77
REFER TO
ENG
Info | Invest | R/D | O/R | [illegible] | File

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 28 May 1975 for a permit to:

(XX) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

(Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to dredge two channels to allow access to the construction site of the I-205 Highway Bridge piers and a temporary loading dock. Access channels will require excavating approximately 300,000 cubic yards of material which will be placed on the upland and used as highway fills or side cast and replaced upon completion of the work. CONTINUED ON PAGE 1A

(Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Columbia River mile 113.5

(Here to be named the ocean, river, harbor, or waterway concerned.)

at Portland, Oregon

(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

001895(Columbia River-Dredging & Filling)

subject to the following conditions:

1. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

Approximately 700,000 cubic yards of material is to be removed and side cast for the bridge piers, the 34 concrete bridge piers within the waterway constructed, the riprap placed around the piers and the dredged material replaced over the riprap. However, depending upon material suitability, construction sequence, or economic or other factors, all excavated material may be utilized as described or allowed to remain in its side cast position. If extensive erosion of side cast material occurs, additional material from the adjacent river bottom will be utilized to complete backfilling. Approximately 23,000 cubic yards of riprap will be placed around the piers for erosion control.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 31 day of Jan, 19 78, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31 day of Jan, 19 84, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

*MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Only clean, durable riprap will be used.

dd. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ee. When the District Engineer has been notified by a fishery agency that an activity authorized by this permit is adversely affecting fish or wildlife resources or the harvest thereof and the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity to the extent necessary to mitigate or eliminate the adverse effect as required.

ff. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 2203.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Ed Hunter — PERMITTEE

1-20-77 — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

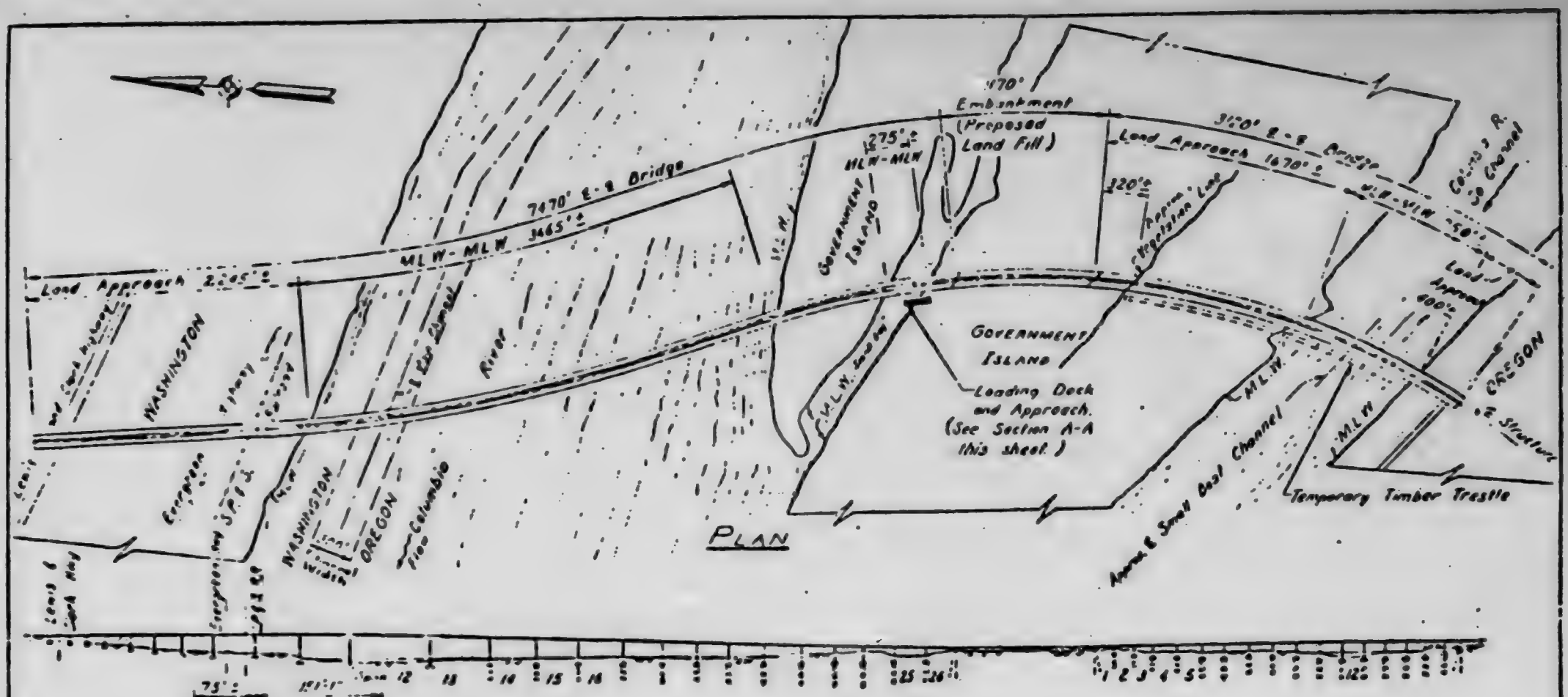
21 January 1977 — DATE

By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE



Temporary Loading Dock (covered under USCG application) approx. 100' long.

MLW

SECTION A-A
No Scale

Note:
See sheet 2 for Section A-A.

ELEVATION

0 400 800 1200
Scale in feet

Temporary Timber Trestle (covered under USCG application) for construction purposes only.

SECTION B-B
No Scale

Note:
See sheet 3 for Section B-B

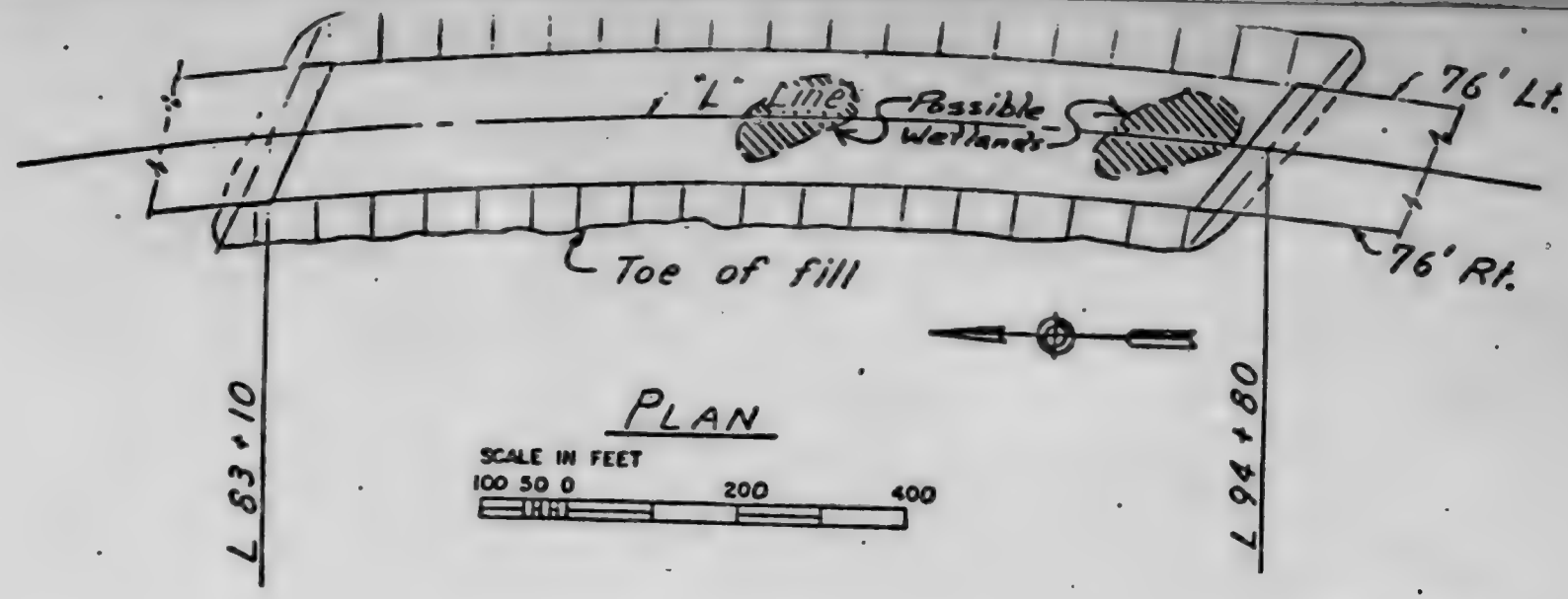
Note:
* Structure width varies spans 11 thru 16 of south channel. Minimum 75' ± channel each side of structure.

PROPOSED
DREDGING AND FILLING
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
DREDGING AND
WORK TRESTLES

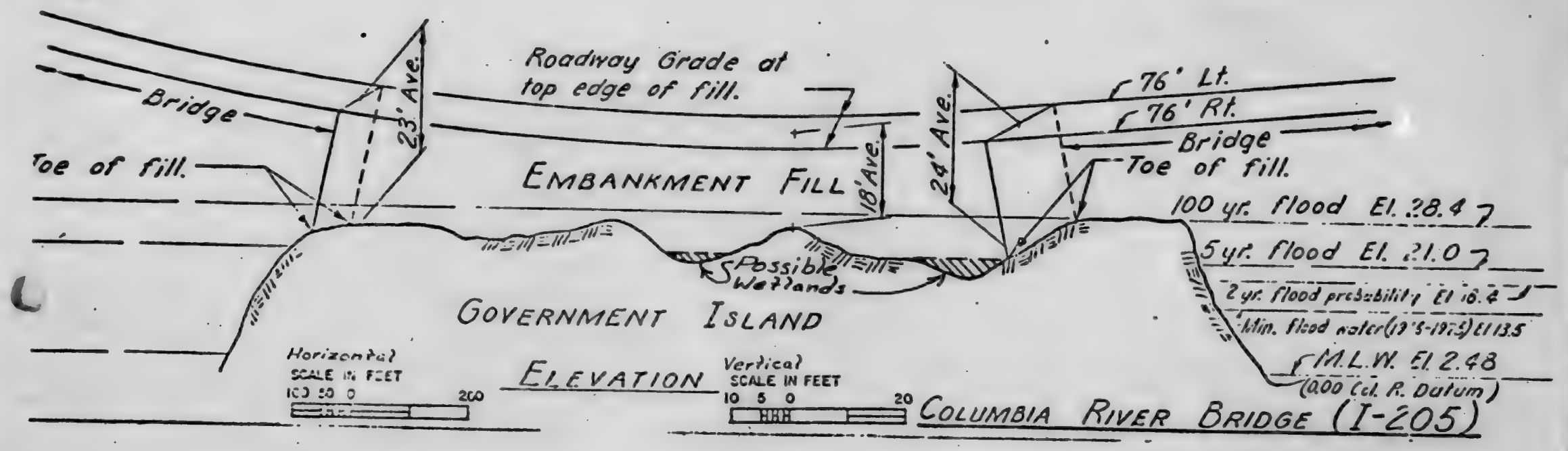
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
1973

SHEET 1 of 5

001895 (Columbia River-Dredging & Filling)



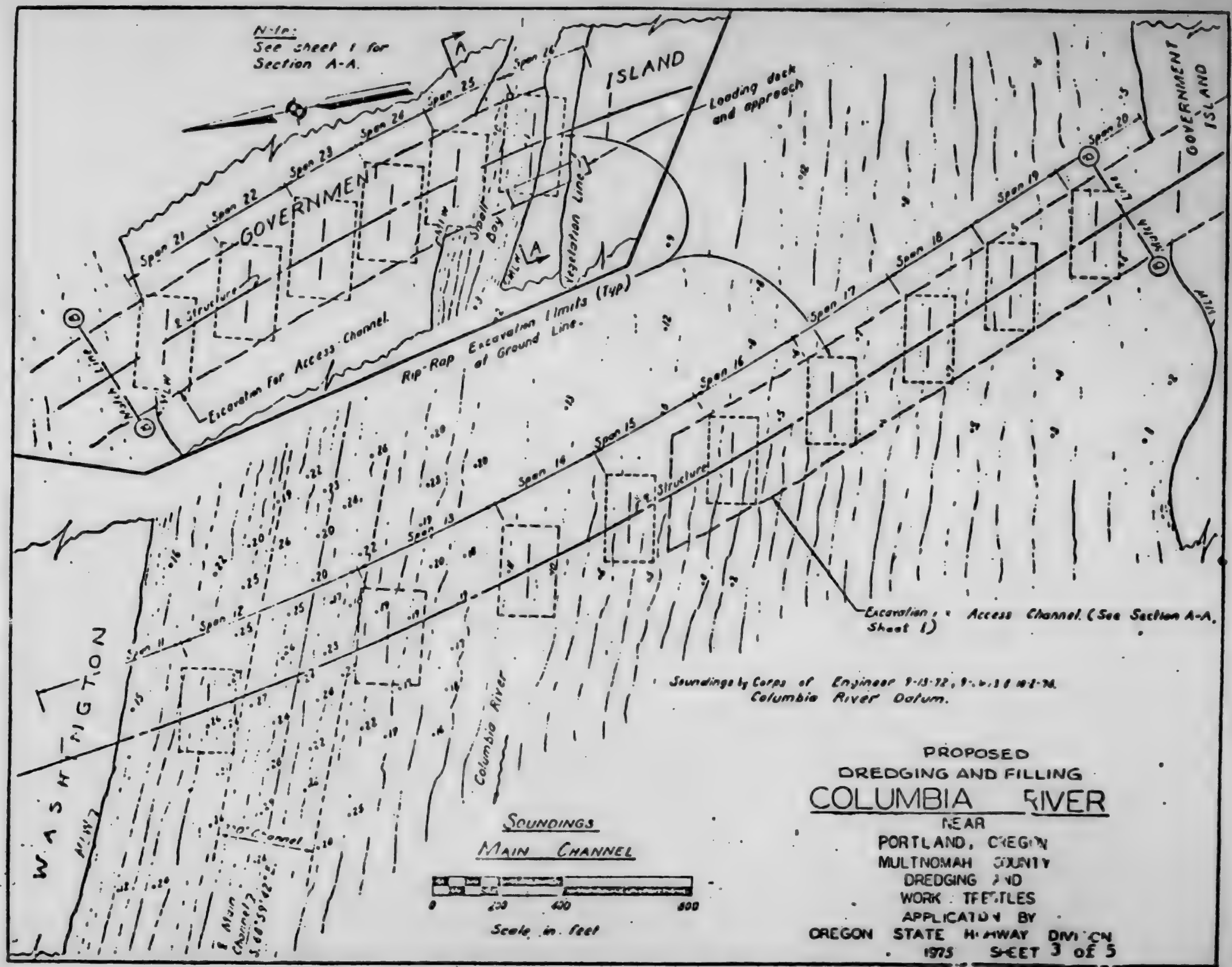
Note:
Elevations shown are U.S.C. & G.S.



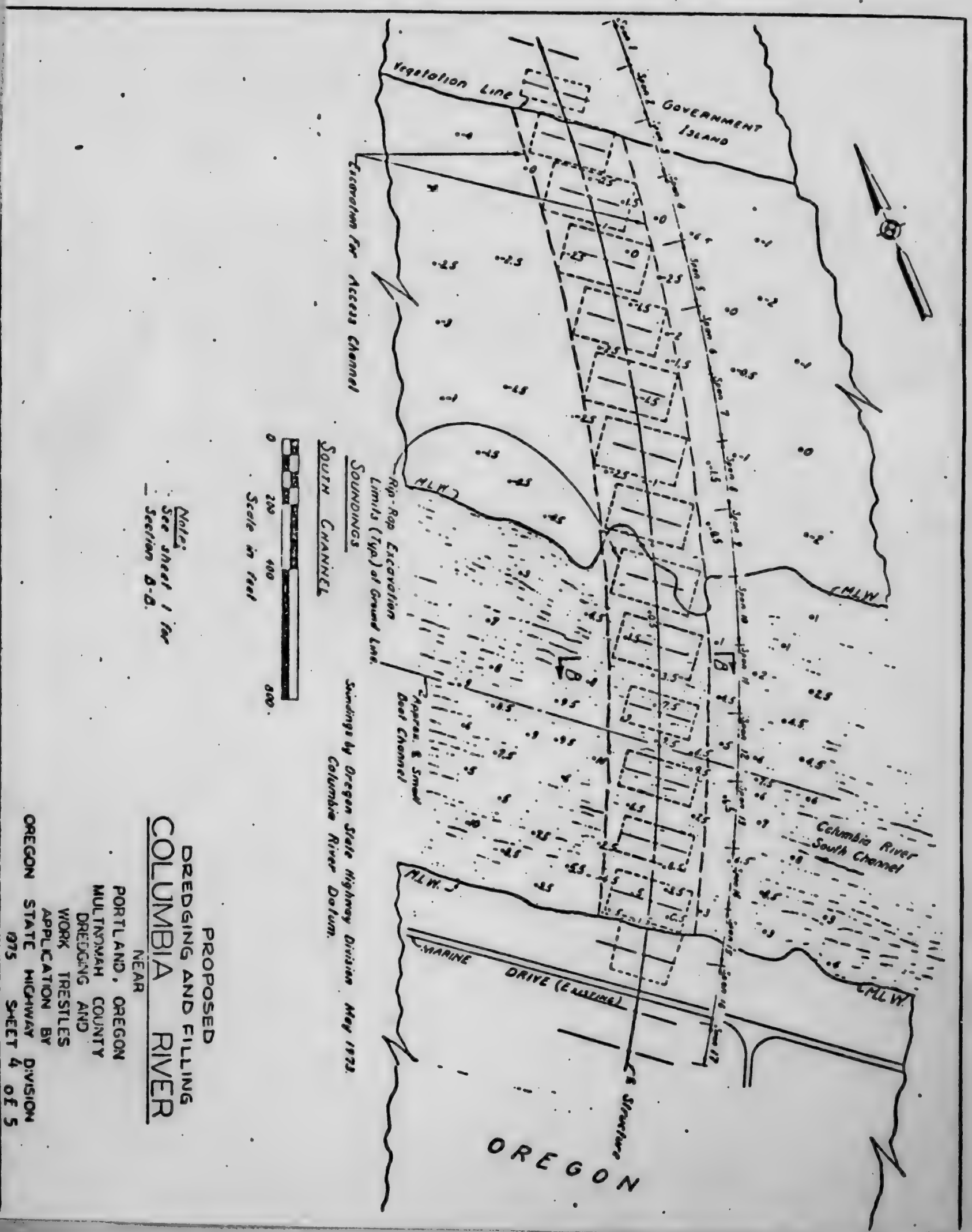
ELEVATION

COLUMBIA RIVER BRIDGE (I-205)

001895 (Columbia River - Dredging and Filling)



PROPOSED
DREDGING AND FILLING
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
DREDGING AND
WORK TERMINALS
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
1975 SHEET 3 OF 5

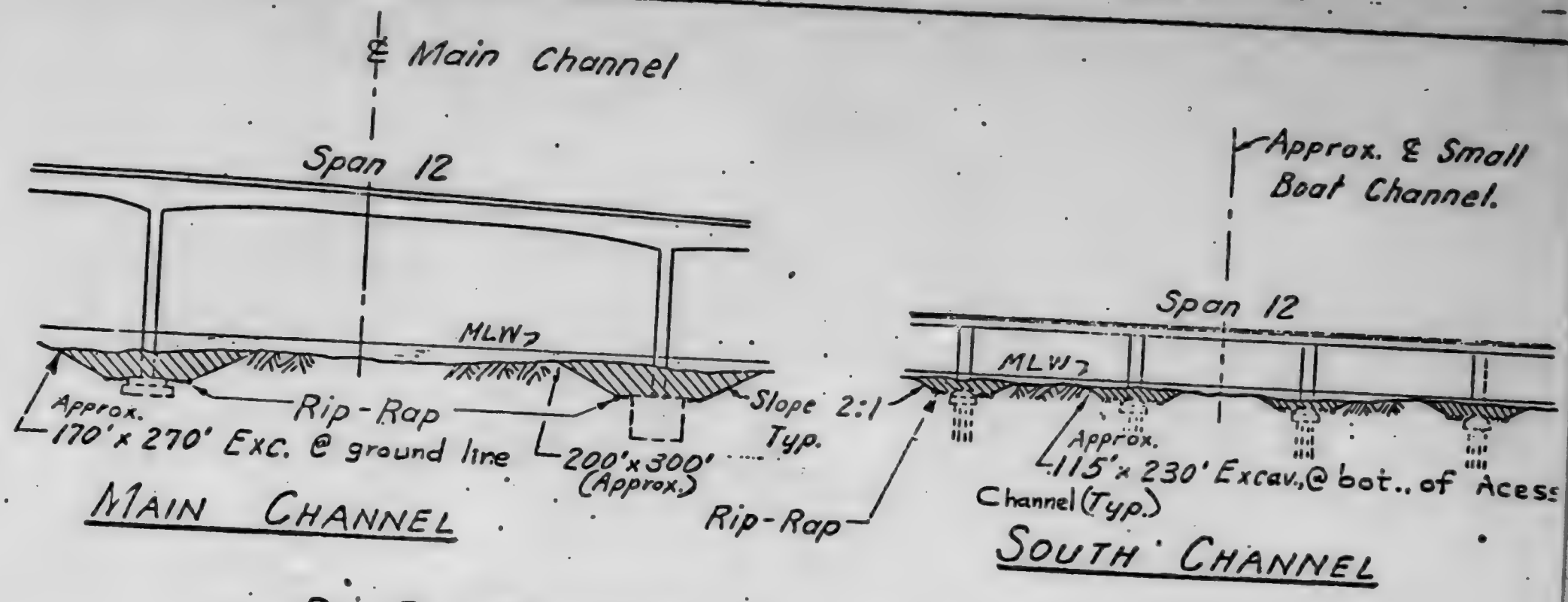


Notes:
See Sheet 1 for Section B-B.

PROPOSED
DREDGING AND FILLING
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
DREDGING AND
WORK TRESTLES
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
1975 SHEET 4 OF 5

(Columbia River - Dredging and Filling)

001895



RIP-RAP PREPARATION DETAILS

0 100 200 300

Scale in feet

Note:
Material excavated to be side cast and may be replaced after riprap is installed.

PROPOSED
DREDGING AND FILLING
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
DREDGING AND
WORK . TRESTLES

APPLICATION BY
OREGON STATE HIGHWAY DIVISION

SHEET 5 of 5

Darrell D. Thompson for Travelers Indemnity Co. and James F. Darby for Fireman's Fund Ins. Co. are on file with our office. However, J. L Darnold is not on file fe Highlands Ins. Co. or Insurance Co. of North America. Therefore, this bond has been disapproved.

6-14-77

Sandy Dittrich
Supervisor, Company Secty.

6-16-77 Contract No. 8526

Cec Called Roger Brown of Willamette-Western and informed him of the problem with attorney at Fact.

Rober Brown will notify the surety companies to take care of it as soon as possible.

6-20-77

Insurance Commission recd. Power of Attorney for J. L. Darnold. Sent contract back over.

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

June 11, 1977

Mr. C. W. Head
Commission Services
State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Head:

Returned herewith are two executed contracts for the Columbia River Bridge (N. Channel Substructure), as instructed.

We will anticipate receiving a fully executed copy when completed by you.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

R. E. Grant.

R. E. Grant
Vice President
Heavy Construction Division

REG:sj
/enclosures - 2

6/16 - Roger Brown tel (9:30 am) saying R. L. Carnahan Secretary of Alaska - will be down to sign contracts 6/17 — C.H.

Carnahan signed at 9:30 am 6/17 C.H.

Talked to 6/14 Roger Brown. re- Asst. Sec. Redding signing instead of the Sec- for Alaska Constructors Inc-

RECEIVED
JUN 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Septic Tanks

8526

PRO 6-2

December 8, 1976

Mr. Jim Williams
Program Engineer
Highway Administration Building
Olympia, Washington 98501

Attention: Mr. Don Hewitt

Dear Sir:

Project No. I-205-7(38)315

In response to your telephone conversations with Mr. J. L. Gaither, Federal-aid Program Manager, enclosed for your information on the subject project are four copies of the PR-1 form we intend to submit to the FHWA Oregon District Office as part of our PS&E documentations.

Please make any additions or corrections you believe appropriate. Upon receit of the cost estimate from the consultant we will phone you the amounts.

We will be pleased to furnish any additional information that you need from us to advance toe project through PS&E.

Very truly yours,

L. W. Rullen
Program Management Engineer
FINAL SIGNED BY
by D. E. Swan D. E. SWAN
Federal Aid Engineer

JLG:re

Encl.

cc: G. L. Green, FHWA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-8-76

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) (21-65)		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
CARD 2		I-205, Columbia River	ADT	N/A*	66,000	96	10	Oregon Washington

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28-62)	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (8) (14-22)	NUMBER (7)
CARD 3	Grade, Bridge Piers (16)								I-	205-7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate (Mandatory 30% for closing essential gaps)	Multnomah, OR 051 Clark, WA 011

NAME OF URBAN AREA (17-31): Portland

ROUTE NO.	FEDERAL-AID (32)	STATE (35)	U.S. (37)
I	I-205	I-64 OR WA	I-205 I-2

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (10)	PROJECT CODE (11)	WORK CLASS (12)	WORK TYPE (13-16)	STEP (17)	TERMINI (Full description) (18-33)	MILES (34)(38)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (39)(46)	FEDERAL FUNDS (47)(54)	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) X081 0010		"Columbia R. Br. (N. Channel Substructure) & Government Island Section"	0.13 1.12				(Washington) (Oregon)
								1.25				

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	JLG	

PROGRAM APPROVAL DATES: 10-4-76 OR, WA

*Traffic presently on I-5

REMARKS: Additional Data: Item Nos. Project Nos: I-205-7(2)303,

FORM PR-1 (REV. 4-81)

FEDERAL-AID PROGRAM DATA

12-8-76

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-205, Columbia River	ADT	N/A*	66,000	96	10	Oregon Washington	41 53	045	71004 78511

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
piers (16)								I-	205-7	(38)	315	

Interstate (Mandatory 30% for closing essential gaps)

Portland

COUNTY NAME: Multnomah, OR 051 Clark, WA 011 — CODE

ROUTE NO. I — FEDERAL-AID I-205 — STATE 64 OR I-205 WA — U.S. I-205

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								(Note: 2 of the 16 piers lie within the State of Washington)
ROW								ROW-400 normal; Access Control-full; Parking Restrictions-complete.
CONST (CODE) X081 0010		"Columbia R. Br. (N. Channel Substructure) & Government Island Section"	0.13				(Washington)	
			1.12				(Oregon)	
		PROJECT TOTALS	1.25					

JLG

PROVAL DATES: 10-4-76 OR, WA

*Traffic presently on I-5

REMARKS

Additional Data: Item Nos. 252, 448 & 543;
Project Nos: I-205-7(2)303, I-205-7(9)313 & I-205-7(13)300 respectively

-OVER-

COLUMBIA RIVER BRIDGE (N. CHANNEL SUBSTRUCTURE) & GOVERNMENT ISLAND SECTION

PROJECT NO. I-205-7(38)315

REMARKS-continued

Project Data: The work consists of (1) partial construction of the 16 piers for the north (main) channel and south approach substructure, i.e., footings and portion of columns for a future superstructure 5,712.95 feet long having a horizontal clearance of 148 feet to accommodate eight 12-foot traffic lanes (4 N. Bd. & 4 S. Bd.) with 10-foot shoulders and a 12-foot area in the median to provide a 9-foot 4-inch bikeway; (2) construction of embankment approximately between Station 83+10 and Station 94+80 to accommodate roadway described for bridge; (3) incidental work common to this type of project.

Unusual Circumstances: This is an Oregon-Washington joint-venture project. The contract will include two piers (11 & 12), on the north end of the structure which lie within Washington State. In accordance with FHPM 6-3-2-2, paragraph 9h, the work in Washington carries the same project number since Oregon will administer the project.

Utilities & RR: Adjustment of utilities and railroad facilities are programed under I-205-7(13)300.

IM 50-1-70 Requirements:
Oregon - State Clearinghouse and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970 respectively.
Washington -

FHPM 7-7-2 Requirements: FHWA Oregon Division office letter of October 13, 1976 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective November 12, 1976.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - Design held May 19, 1976
(b) Location/Design - - Approved October 7, 1976 as described in the Final EIS/4(f) document.

Data for PR-37:

Structure (Type Code X081) - - - - - - - - - - -
Roadway (Type Code 0010) - - - - - - - - - - - _____

Total estimated cost $

Note:

(1) The project is in Congressional District No. 3 in in Washington.

(2) On-the-job trainees, as set forth in FHWA order in this project will be determined at PS&E stage and stipulated in the PS&E documents.

(3) The project is included in the approved CRAG FY 19

GE (N. CHANNEL SUBSTRUCTURE) & GOVERNMENT ISLAND SECTION

PROJECT NO. I-205-7(38)315

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(main) channel and south approach substructure, i.e.,
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nts:
- - Design held May 19, 1976
- - Approved October 7, 1976 as described in the Final
EIS/4(f) document.

Data for PR-37:

Structure (Type Code X081) - - - - - - - - - -
Roadway (Type Code 0010) - - - - - - - - - - _____

Total estimated cost $

Note:

(1) The project is in Congressional District No. 3 in Oregon and No. 4 in Washington.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(3) The project is included in the approved CRAG FY 1976 TIP Annual Element.

8526

FORM 81-734-9030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

November 22, 1976

FROM: A. C. Hatwood
Construction Field Engineer

SUBJECT: I-205 - Columbia River Bridge
Substructure

TO: C. G. Swenson
Specifications Engineer

NOTED
E. S. HUNTER

Confirming our discussion of November 19, 1976. I talked to Ed Hunter several days ago about the City of Portland noise regulations. He indicated the contractor should not be required to comply with those specific regulations on the subject project. The contractor would, of course, have to comply with any noise regulations applicable to the area he is working in.

ACH:mk

cc: E. S. Hunter

cy Bridge
Patten
11-29-76

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8521

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 28, 1976

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Government Island Embankment
East Portland Freeway (I-205)
Multnomah County

NOTED
E. S. HUNTER

The Department of Interior letter of August 17 in regard to the embankment on Government Island has been reviewed along with Glen Green's June 17 letter to which it refers.

The 3 to 1 slopes referred to in Green's letter are along the sides of the embankment. These vary from 2-1/2 to 1 to 3-1/2 to 1--averaging 3 to 1. The slopes under the ends of the structures are on 2 to 1 slopes.

Under the low side of the structure (on the north end) there will be approximately 13 feet (vertical) from the bottom of beam to existing ground. In order to accomplish the requested 2 benches we could put the first one 7 feet down in order to provide head room under the structure and the second bench could be placed 3 feet lower, halfway to existing gound. These benches would each be 4 feet wide. This would not provide additional horizontal room under the structure as suggested but would provide higher level pathways for use at flood stages. The distance from the toe of the embankment to the vegetation line would be decreased by 8 feet if both benches are provided.

There is no apparent value to the second bench which would only be 3 feet above existing ground level. The upper bench would be ramped down to existing ground by extending the bench around onto the faces of the embankment and ramping down along the embankment.

Unless advised to the contrary, 1 bench will be provided under the structure at the north end of the Government Island embankment, approximately as outlined above.

ADO:az
cc: E. S. Hunter
Gary Potter
Walt Hart
R. N. Bothman
Glen L. Green, FHWA

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR
D/R Sign Act File

8521

15

File BR. 9555

October 27, 1976

RECEIVED
STATE HWY ENGR
OCT 28 '76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

U. S. Corps of Engineers
P O Box 2946
Multnomah Bldg.
319 SW Pine
Portland, OR 97204

NOTED
E. S. HUNTER

Attention Mr. Roy Brockschink

Dear Mr. Brockschink:

Columbia River (I-205) Bridge
Public Notices Nos. 001895 and 001913
FHWA Notice of Project Advancement

Attached for your information is a copy of the Federal Highway Administration's letter dated October 13, 1976. This letter designates November 12, 1976, as the date after which the subject project may be advanced under Federal-aid procedures. It is their determination that all required procedures including filing of the EIS with the Council on Environmental Quality for the prescribed period will have been completed, and the project may be advertised for contracting after November 12. Although we will not be able to advertise on that date, we do plan to advertise as soon as possible.

It is presumed that the attached copy will provide information you require relative to processing the EIS and will allow your timely issuance of the permit for the subject project.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc U. S. Coast Guard
Seattle w/attach.

bc E. S. Hunter
R. N. Bothman
R. Ewen
G. Potter
E. Hardt

Form FHWA 121 (Rev. 5-73)

8526

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Orego 97308

DATE: October 26, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon I-205-7(2)303
Columbia River Bridge
Government Island Fill

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The design of the proposed embankment on Government Island has been reviewed. Care should be taken to assure compliance with commitments made in the Final EIS during final design and construction stages.

I concur in the currently proposed design as a part of the Columbia River crossing package.

for G. L. Green

cc:
OSHD(Walt Hart)

NOTED
E. S. HUNTER
11-2-76
cc Vernetta Potter

RECEIVED
STATE HWY ENGR
OCT 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8526 I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 9555

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 5, 1976

FROM: Phil Rabb
Structural Designer

SUBJECT: Columbia River I-205 Bridge
Substructure Plans and
Specifications Meeting

TO: Memo to the File:

A meeting was held on September 28 and 29 at the Oregon State Highway Building in Salem to review the plans and specifications for the bridge. The participating agencies were the Oregon State Highway Division(OSHD), Sverdrup and Parcel and Associates (S & P), and the Federal Highway Administration (FHWA).

The following persons were present:

Fred Blanchard	S & P
Gerhard Joehnk	"
Hal Clinton	"
Jack Allen	"
Marvin Perala	"
Walter Hart (Attended the AM session on the 28th and parts of the session on the 29th)	OSHD
Phil Oakley	OSHD
Al Harwood	"
Howard Harris	"
Marion Craft	"
Jerry Richardson	"
Ken Allmer	"
John Howard	"
John Day (Attended the PM session on the 28th and the session on the 29th)	OSHD
Ed Hardt (Attended the session on the 29th)	OSHD
Herb Schell	FHWA

Phil Rabb, OSHD, took notes.

Washington State Highway Department (WSHD) had previously sent their comments, which were presented by Phil Oakley.

1 Copy
2 Copy

Verstag
Olson
Scott
Swanson
Savage
Trout

RECEIVED
OCT 0 8 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

The participants were furnished with partial sets of preliminary plans with comments marked in red, see attachment. The following items were discussed at the meeting.

AM session on the 28th:

1. S & P was directed to show span lengths on the plan and elevation sheets.

2. S & P was directed to indicate the right-of-way limits. S & P indicated they would show the limits where they had clear information, but could not do so for the entire structure (for instance, in the river channel).

3. S & P was directed to indicate the datum for elevations shown on the plans.

4. It was agreed that to show riprap limits on the plan and elevation would clutter up the drawings, so the riprap will only be indicated on the foundation layout and scour protection sheets.

5. S & P was directed to check channel clearances with the latest permit drawings and to revise the plans as necessary. Latest permit drawing was given to S & P.

6. S & P was directed to change references indicating 'Special Interstate Loading' to read 'Military Loading'.

7. S & P was directed to add lap requirement for grade 60 reinforcing and to revise note covering No. 14 and No. 18 to require mechanical splices and allow them only where shown on the plans.

8. S & P was directed to call out riprap in only one manner. It was decided in a later session that a special spec will be required.

9. S & P was directed to indicate the existing ground line on the pier sheets.

10. S & P was directed to hook vertical reinforcing steel under the horizontal reinforcing where applicable.

11. It was decided not to require end tie bars between top and bottom mats in footings.

12. S & P was directed to add U-bars to the bottom of the caisson section.

13. S & P was directed to indicate shear key spacing where applicable.

14. It was agreed that cross-ties were required for column reinforcing. S & P will study the matter and make recommendations before changing the plans.

15. S & P was directed to provide for 4 inch hoop spacing at all lap splices in columns.

16. S & P was directed to label the end of bars E5 and E6 on pier drawings.

17. S & P was directed to extend corner pile embedment to 5 feet at Pier 14.

18. S & P will review their recommendations for scour protection for Piers 15 to 26.

19. S & P was directed to show the abutment footing on the foundation layout sheet.

20. S & P was directed to locate and detail water inlet where applicable.

21. It was agreed that U-bar dowels at joints in precast segments should hook over horizontal reinforcing. S & P will decide the best way to accomplish this.

22. S & P was directed to extend vertical dowel bars at least the splice length above the tremie pour.

23. It was agreed that 2 inches was adequate clearance for a segment joint.

24. S & P agreed to investigate transverse forces caused by the bend in vertical column reinforcing at the top precast joint.

25. S & P agreed to review the corrugation geometry on the precast units to determine whether adequate shear transfer will be provided. In addition, they will investigate the desirability of adding dowels or corrugations to the inner core walls.

26. S & P agreed to check segment bearing at the joints if shims must be used, and check the need for bearing pads.

27. S & P was directed to reference precast pier drawings to construction sequence drawings.

28. It was agreed that the reduced clearance was acceptable in the precast units.

29. S & P agreed to look at possible clarification for hard to read details, and to provide additional details as appropriate.

30. S & P was directed to check for pile-diaphragm conflicts in precast sections.

31. S & P agreed to review design of slab in precast segment 1 to determine whether it will be overstressed before or during tremie pour. It was agreed that the grout could not transfer load to the piles, and that construction loads must be designed for, since the method was detailed.

32. S & P had not had time to review design of abutment, but will check backwalls and wingwalls.

33. S & P agreed to check with CH2M on conditions for caisson, but does not feel a cofferdam is practical at Pier 13.

34. S & P agreed to review and recommend methods for monitoring settlement at Piers 12 and 13.

35. It was decided that OSHD will have all permits put together for review by bidders. OSHD will also try to get clarification on whether Piers 12 to 14 are included in the 3-pier excavation requirements.

36. OSHD was directed to add the 75 foot channel to the project grading plans.

37. It was agreed that the column reinforcing provided was acceptable if it conformed to the AASHTO requirements. (Washington has recommended 0.5% minimum as per ACI)

38. S & P was directed to add construction channel to the plans.

39. S & P agreed to indicate the bearing pad between segments on the plans, if review of Item 26 indicates they are still necessary.

40. S & P agreed to review segment weights calculated using sloped wall thickness and vertical height.

41. It was agreed that the cofferdam weight could be included for seal requirement investigations. S & P agreed to provide the weight information on the plans.

42. OSHD was willing to establish upper limit of pay quantity for glory-hole excavation.

43. It was agreed that all answers to inquiries after ad date must go through the resident engineer.

44. S & P was directed to indicate on the plans that 200 ton piles are end bearing. Also, S & P agreed to check tip reinforcing and revise as necessary.

45. S & P was directed to add the net additional pressures to the note for Piers 12 and 13.

46. S & P agreed to furnish calculations showing the necessity of filling the cavities of the caisson with fines or concrete.

47. S & P agreed equalizing vents for the caisson should be required instead of optional with the contractor.

48. OSHD was directed to firm up schedule with WSHD so that it can be definitely decided how best to schedule contract lettings. It was felt that the contractor would be using completely separate crews for the precast piers and main span piers, so that the work on these two sections could be overlapped with no increase in costs. S & P estimated 200 weeks for substructure completion with a minimum work force - no overlapping work in each section.

49. A few superstructure seat items were discussed. S & P was directed to add dowels for the paving slab at abutment 27. They were also to check light pole bases for proper pole height. It was agreed that all parties should keep looking for the 'best' method of adjusting geometry as precast sections are added.

50. S & P was directed to prepare 50 copies of the 4 soils investigation reports plus the hydraulics report for the information of bidders.

51. It was agreed that prequalification of contractors will be necessary. In addition, the contractor must submit a schedule in advance of the work.

52. It was agreed that a 90-day ad period was sufficient, with a pre-bid conference at 45 days.

53. OSHD will decide how much of the survey control is to be done by the state.

54. It was agreed that time-lapse photography was impractical on this job, but that regular aerial photography would be a good idea. OSHD will probably have a documentary film made, similar to the one from Fremont bridge.

55. OSHD and S & P will study the fill at Abutment 27 and recommend time for pile driving.

56. It was agreed we should not mention possibility of disposing fill along the shoreline.

57. It was agreed that the capacity requirement for tremie concrete placement should be reduced to 150 cubic yards per hour.

58. S & P was directed to add a sheet to the plans showing detailed design criteria, so that value engineering proposals can be made. It was agreed that it should be clear that the bidders and contractors will pay all costs associated with the value engineering evaluation, whether or not the proposal is accepted. This would include design calculations, checking, and plans of record for successful proposals. S & P will send other value engineering specifications for information.

59. It was agreed that intermediate diaphragms would be omitted on the plans, unless S & P concludes they are required.

60. S & P will review the piling specification for 'substantial refusal' and recommend a different requirement if one is desirable.

61. S & P will review pile hammer specification and document the requirements which effectively exclude diesel hammers, since there will surely be questions.

62. S & P indicated that the seal inspection holes should be drilled in every well of the caisson piers.

PM Session on the 28th:

1. It was agreed that OSHD would rewrite the job special provisions in our standard format, using the specifications furnished by S & P as a guide. After they are written, copies will be furnished to all concerned parties for review and comment.

2. OSHD will specify construction access and right-of-way requirements.

3. It was agreed that temporary lighting should be submitted to the Coast Guard through OSHD, since they may have to maintain it between contracts.

4. S & P was directed to show required lighting on Piers 12 to 26.

5. It was agreed that OSHD would provide its own boats, but the contractor should be required to provide docking facilities. These facilities must be specified.

6. S & P feels that a definition of the river stage at which work may stop will help reduce claims after the contract.

7. OSHD feels its standard specification for surveying equipment is adequate.

8. OSHD will study Pier 11 seal requirements to determine whether they should be optional or required. Also, what is the correct type of pay item, so that the contractor is the judge of whether seals are necessary, but not influenced by whether he has a profit in the items.

9. It was agreed that an 'excavation below elevation shown' would be an appropriate item to be included for Pier 13.

10. OSHD indicated that many items would be bid in our standard lump sum format. S & P had no objections.

11. It was agreed that, due to difficulty in measuring quantities, glory-hole excavation will be paid for as shown on the plans, regardless of the actual volume excavated.

12. It was agreed that structural excavation would be paid for up to 3 feet outside the neat lines of the footing.

13. OSHD felt its standard spec. for disposal of excavated material would be appropriate.

14. It was agreed that the river bottom elevation for pay quantities would have to be agreed upon before starting work on the structure. OSHD was directed to incorporate this requirement into the specifications.

15. S & P was directed to show pay limits for riprap on the plans, since actual quantities will be hard to control.

16. OSHD will define pay limits for glory hole excavation adequately in the specs, so that excavation will not be paid for twice.

17. S & P indicated that the cofferdam would probably not be extended if the caisson bottom has to be lowered by up to 5 feet, since there is presently some freeboard in the design.

18. OSHD will indicate in the specs that 'alternates' will not be subject to value engineering where shown on the plans. The appropriate wording for this situation is elusive, and S & P will forward sample specs from other projects. FHWA wants to review the final wording.

19. FHWA may not be satisfied with seal safety factors.

20. The possibility of not detailing a cofferdam and seal at Pier 11 was raised, but S & P was not happy with this proposal. OSHD will decide whether this item should be included in the plans.

21. It was agreed that the cofferdam pay schedule proposed by S & P in their specs. was the best available.

22. OSHD will develop pile order list for specs, using the tip and cut-off elevations from S & P. Pile driving equipment will be a separate item.

23. S & P indicated the reason for not using caisson at Pier 12 is the dense conglomerate to be excavated.

24. S & P will recommend specification for abutment piles. In addition, they will review the estimated pile lengths.

Session on the 29th:

1. S & P was directed to furnish details of the expansion joint blockout for the Washington approach spans.

2. S & P described anticipated caisson construction procedure. The caisson is detailed for final loads, and the contractor must check construction loads. Tolerances for offset and plumb must be specified. It is anticipated that 2 or 3 feet penetration into the Troutdale formation will be required in some areas. S & P agreed to furnish sample details of past jobs for information. The contractor must be required to describe in detail his proposed procedures. The caisson should be guided during sinking by selective excavation, not by force. It must not be permitted to jet or dig below the caisson's cutting edge. S & P cautioned not to allow the contractor to eliminate the sounding wells.

3. OSHD will revise the riprap spec., with S & P supplying new recommendations for specific size requirements.

4. It was emphasized that 'excavation below elevation shown' was to be used in case poor material is encountered, not to correct contractor's placing errors.

5. S & P indicated that the bell bases could not be widened above elevation -16.5 to prevent interference with navigation in case of channel dredging.

6. S & P feels 1 inch clearance for piles in bell templates is adequate.

7. OSHD indicated the light access ladders on the piers have been approved. It was agreed that permanent ladders full height of the pierswere unnecessary.

8. S & P will check all shop drawings.

9. It was agreed that specs. should be specific on requirements for lighting responsibility.

10. S & P presented preliminary proposals for the navigation lighting installation. No action was taken, and the discussion was informational only.

11. S & P will review placing tolerances for installation of precast bell units to determine whether they can be reduced without significant economic penalty.

12. S & P was directed to relocate the air vent in columns where it is below high water elevation.

13. S & P agreed to review adequacy of precast bells during construction, especially giving attention to secure support by the piling, segment uplift, slab stresses during segment placing and tremie placement.

14. S & P indicated that some advantages of the slab template in the precast bells were: stiffener for rings; safer handling; better tremie concrete.

15. It was agreed that the plans and specs. must leave cast-in-place a viable alternate. S & P was directed to provide complete basic design criteria in the plans, as well as data to indicate the allowable loads on the substructure during construction. This item applies to the superstructure contract.

16. It was decided that FHWA, OSHD, and WSHD must get together to decide on alternates for the Washington approach. It was felt that Washington's comments did not adequately consider the historical evolvement of the present proposal.

17. OSHD indicated there was no objection to CH2M working for the bridge construction contractors. However, if they were doing work for another party on the structure during construction, OSHD would not then be willing to engage their services on the project where conflict of interest might occur.

18. S & P indicated there were no tendon-column reinforcing conflicts of concern to the substructure contractor.

19. OSHD will study the necessity of thermal control during large pours and to incorporate into specs as necessary.

20. OSHD suggested that water-reducing admixtures be required for all high-cement concrete as an aid to obtaining strength.

21. It was noted that there will be no prestressed concrete in the substructure contract.

22. S & P indicated that the Seattle office will be their liaison for the entire project.

23. It was noted that the last paragraph of Section 41, Page 74, of the S & P Specs. is not applicable to the substructure.

24. OSHD indicated a preference for specifying the slump range, rather than the more elaborate specification proposed by S & P.

25. OSHD indicated that drainage from deck drains into the river does not require a permit.

26. OSHD indicated that the firefighting concepts have been approved. There will be no line on the structure, and spills will be picked up in the river.

27. OSHD agreed to inquire about the geometrics-drainage status with WSHD. In a subsequent phone call to Dick Carroll, Carroll said he would see this information got to S & P.

28. OSHD will add a requirement that the contractor have sufficient pile in the leads to drive the last 30 plus feet continuously, without splicing.

29. OSHD will decide whether to include an item for splicing abutment 27 piling.

30. OSHD will include hydrographs for each of the last 10 years in the contract plans.

The meeting was adjourned at approximately 2:30 PM on Wednesday, the 29th.

Attachments were given to each party at the meeting.

APR:smd

cc Jack Allen
Glen Green, FHWA
Ed Hardt, Region (3 copies)
Al Harwood, Construction
Phil Oakley, Bridge
John Day, Specs

8526

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

September 20, 1976

FILE: 626-1968
(330)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Preliminary plan review
Goverment Island section
I-205

TO: DUANE CHRISTENSEN
Supervision Design Engineer

The subject plans have been reviewed and all data appear to be in order, with the following exceptions:

Page 4 - Alignment Data - TSI should read: 4,251.59'
instead of: 4,251.50'

Abbreviation of approximate is misspelled.

This slope treatment (2½:1 at odd stations, and 3½:1 at even stations) will be difficult and expensive to grade for the benefits derived from the "natural look". However, this is a condition of approval, and therefore, must be.

EBG

REFERRED TO

Beard ____ Reed ____
✓ Cole WEG ____ Sample ____
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1 Versteeg ✓
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SEP 21 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To ____
Bring Up ____/____/____
Other ____

8526

15

September 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

I-205 Wetlands (Government Island) Mitigation

The recently submitted FEIS for the I-205 project describes a potential mitigation measure for the impacted Government Island wetlands. A tentative proposal has been negotiated by the U.S. Fish and Wildlife Service, the Oregon Department of Fish and Wildlife and the Oregon State Highway Division.

The proposal is to construct an earthern dam across Pete Slough on the Sauvies Island Wildlife Area. The land is public and dedicated to wildlife, having been purchased by the Oregon Department of Fish and Wildlife under the Pittman-Robertson Act.

The plan has several anticipated wildlife benefits. The usable wetland area of Big and Little McNary Lakes will be increased far beyond the area of wetland affected by I-205. Water will be retained in these lakes farther into the autumn, increasing the value of the existing warm water fishery. Water storage capacity will be increased; this increased capacity is expected to allow the fall flooding of adjacent wildlife cropland to encourage waterfowl use.

The dam will be about six feet high and six hundred feet in length. Tide gates will be used to retain water behind the dam. The Oregon Department of Fish and Wildlife estimates the cost of construction at $10,000 to $15,000. The Department of Fish and Wildlife would construct the dam at our cost.

My purpose in writing to you is to seek your concurrence that this mitigation plan is eligible for Federal participation under the I-205 project. If you concur, we will proceed with the necessary agreements.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
L. W. Rulien
R. N. Bothman
Gary Potter
J. H. Versteeg
Walt Hart
Frank Terpin

PD:ds/ESHja

8526

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 26, 1976

Mr. Harold G. Hansen
Pile Drivers, Bridge, Dock & Wharf
Carpenters Local No. 2416
403 Portland Labor Center
Portland, OR 97201

NOTED
E. S. HUNTER

Dear Mr. Hansen:

We are forwarding under separate cover one partial set of plans for the substructure contract for spans 10 through 26 of the Columbia River (I-205) Bridge. These plans are for the northbound structure only, but the southbound structure is identical for all practical purposes. The plans are also preliminary in nature and are subject to change prior to bidding.

This portion of the total structure is scheduled for bids in March of 1977 and will include the fill on Government Island. Additional contracts for the remainder of the structure and the South Channel Bridge will follow.

We would be interested in any comments you may have concerning the construction of this structure.

Very truly yours,

WALTER J. HART

Walter J. Hart
Bridge Engineer

PMO/ag

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
FOR
D/R Sur. Air File

8-5216

8-11 76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 6, 1976
Salem, Oregon

FILE: BR. 9555

RECEIVED
STATE HWY ENGR
AUG 9 '76
REFER TO
FOR
Info | Inves | R/D | B/R | Sign | Act | File

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT:

Columbia R. (I-205) Br.
Main Channel Substructure
Option on Staging Area

Attached is a report recommending that we provide all bidders on the Columbia R. (I-205) Bridge main channel substructure with equal access to staging areas by taking an option to lease on land which has been developed for such purpose. I concur with this recommendation.

By obtaining an option to lease on land in the Columbia Industrial Park (old Vancouver Shipyard) or the adjacent FMC property, we would prevent one contractor from obtaining a bidding advantage by tying up the only developed property available. There is so much suitable undeveloped property available that it can't be tied up to the advantage of one bidder. By obtaining an option on the developed property, we insure that the successful bidder will be able to have his choice of suitable staging areas.

The cost of an option on 15 acres (which may have to be a combination of Columbia Industrial Park and FMC lands) should be about one-half cent a square foot per month or approximately $3,300 per month.

We have verbal indication from FHWA that the cost of such an option is eligible for federal participation but only after the date that processing of the EIS is completed by the CEQ. It is hoped that the EIS will clear the CEQ about October 15, 1976.

Since we plan to advertise the main channel substructure project in December, 1976, it would appear prudent to obtain the option no later than October 1 and preferably sooner. Delay in clearing the EIS through the CEQ might require that one or two months' option cost be borne by the States of Oregon and Washington without federal aid.

Approval of the State of Washington should be obtained for such expenditure to insure their participation in the cost.

I believe the matter of obtaining the option can appropriately be handled by Metro or our Right-Of-Way Section.

For your information, copies of previous memos and correspondence are attached.

RWE/ag Encls.
cc R. N. Bothman w/encl.
Glen Green w/encl.

8-11-76
OK ESH
Boyd please handle

cc Hart
Bothman
Boyd 8-11-76

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 4, 1976

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Columbia River (I-205) Bridge
Bridge 9555
Option on staging area

The matter of providing a staging area for the successful bidder on the proposed Columbia River (I-205) substructure contract has been investigated.

It appears that sufficient unimproved river front land is available along the Willamette and Columbia Rivers to prevent one contractor from tying it all up to gain a bidding advantage.

The only improved staging areas are the Columbia Industrial Park (old Vancouver Shipyard) and the adjacent FMC property where limited area is available. A contractor could "tie up" this land and, perhaps, have a bidding advantage.

In order to give all bidders equal advantage relative to a staging area, I recommend that the Oregon State Highway Division take an option for a three-year lease with two one-year extensions on about 15 acres in the Columbia Industrial Park or FMC area. The option will cost about one-half cent per square foot per month. Suitable flat land with river access is available at the west end of the park and in the adjacent FMC property. The option could be transferred to the successful bidder which would allow him full choice of location for his staging area. He could then select either undeveloped land or industrial park land for his staging area as his economic analysis may dictate.

As indicated by the attached memos, undeveloped river front land above high water elevation is available in quantity on both the Columbia and Willamette Rivers. In addition to the areas mentioned in the memos, Schmitzer Industries has 70 acres off St. Helens Road along the Willamette River. This site has rail and road access but no docks. Electric power and sewer are available along St. Helens Road. Rental rate for 40 acres is about $300,000 per year. Oregon Steel Mill also has similar property on the Willamette River.

None of the available land, including that in the Columbia Industrial Park and FMC property has riverside docks and the contractor will be required to construct whatever docking facilities he needs.

Our consultant, Sverdrup & Parcel, is also of the opinion that the State should option a staging area at Columbia Industrial Park or FMC. They suggest the need for seven acres of flat land (not the launching ways) with 200 linear feet of new frontage.

The Pasco-Kennewick bridge across the Columbia River in Washington is now under construction. The staging area for that project is ten acres in size and is reported to be very minimal. At Astoria we had about 3.3 acres of staging area for the Columbia River Bridge. Using this figure and a pro-rating on the basis of project cost (including the effects of inflation), the staging area required for our proposed substructure contract would be 17 acres. Based on these examples, I believe the staging area for the proposed contract should be about 15 acres instead of the seven acres suggested by our consultant.

One unknown and possibly complicating item relative to the Columbia Industrial Park and FMC staging areas is the sales tax situation in the State of Washington. How the tax applies to materials that go through a staging yard in Washington to be placed in final position in Oregon is not clear. Perhaps it is similar to the situation where an Oregon resident buys an automobile in Washington but pays no tax because he lives in Oregon. If so, the effect of the sales tax would be greatly reduced. Dick Carroll of the Washington Highway Division is looking into this matter for us.

I believe the obtaining of an option on the Columbia Industrial Park or FMC site should be handled by Metro's Right of Way Unit.

RWE:dh
Attachments

cc R. L. Carroll

BEN C. GERWICK, JR., Consulting Construction Engineer

Prestressed Concrete
Deep Foundations
Marine, Ocean and
Arctic Construction

500 Sansome Street
San Francisco, Calif. 94111

Phone: 415—398-8972

Cable: Gerconsult
Telex: 278713 GRWIK UR

July 30, 1976

Mr. R. Jack Allen
Sverdrup & Parcel and Associates, Inc.
P. O. Box 369
Bellevue, Wash. 98004

Subject: Columbia River Bridge, I-205

Dear Jack,

Confirming my telephone call to you of 27 July, I have studied the contracts for the main river crossing (Piers 11 to 26) including both substructure and superstructure.

I have laid out the precasting and prefabricating yard and facilities, along with suitable storage and work areas.

I have assumed the most practicable arrangement, to allow for storage to accommodate normal surges and stockpiling so as to give the most economical precasting and most economical erection.

The areas required are:

Substructure:	7 Acreas 200 feet minimum river frontage
Superstructure:	10 Acres 300 feet minimum river frontage

I suggest the following procedure, assuming that it meets administrative requirements of the State:

1. State locate suitable property and make suitable cash payment (now) for option on future lease.

2. Option to be exercised, on award of contract (notice to proceed) or within one month thereafter.

3. Using present schedules for proposed contract awards, give these dates to lessee as earliest dates on which option will be exercised.

   Provide that option may be exercised at any time within one year after dates indicated, to accommodate possible delays in project awards.

RECEIVED
AUG 1976

4. If awards are delayed beyond that date, you will have to re-negotiate options as soon as you know about delays, so as to extend them to new dates.

Primary characteristics to be sought in a site are; in order of importance:

a. A relatively level area, firm and stable ground, free from flooding.

b. River frontage area is stable and distance to deep water (10'-12' depth) at normal low river stage, is a minimum.

c. Accessibility for truck and rail spurs.

d. Utilities – power, water

e. Existing gantry crane or tracks

f. Existing warehouse or covered storage at one end.

We have found that our best deals were made along these above lines, and by making the option agreement well ahead of time. The lump sum cash payment now for the option is often attractive before the project becomes imminent.

This is particularly true under present business conditions.

Terms of the lease should be 2 - $2\frac{1}{2}$ years for substructure contractor and $2\frac{1}{2}$ - $3\frac{1}{2}$ years for superstructure contractor. (These may have to be modified if your over-all schedule is shorter than this).

Contractor upon exercising option will have to make lease payments.

Provide that he can use all existing utilities but must of course pay for usage at rates in effect at time.

Provide that any fixed faciliites installed by Contractor are, at his option, to be removed, or may be left in place.

This latter clause should be attractive to lessee, as he may get roads, fencing, pavement, slabs, etc. for nothing, since it would not pay Contractor to remove them.

I hope the above will be of help.

Sincerely,

Ben C. Gerwick, Jr.

Ben C. Gerwick, Jr.

ep/

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR. 9555

July 21, 1976

Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the Files

SUBJECT:

Col. R. (I-205) Br.
Effect of Barging Costs on
Staging Site Location

Today I talked with Adam Heineman, Chief, Navigation Division, Corps of Engineers, Portland Office, and Kirk Roberts, V.P. Operations, Shaver Transportation Co., regarding the effect of barging costs on staging site locations. It was the opinion of both parties that the main costs of water transportation are involved with loading and unloading of the barge plus getting into and out of the loading and unloading locations. Once the tow is underway the additional cost of traveling an additional few miles is minimal.

Mr. Roberts indicated that the time involved getting from Vancouver Shipyards to the I-205 Bridge site (approx. 2 miles) would be a little less than one hour. This includes getting away from the shipyards, traveling to the bridge site, and getting into position at the bridge site. The time involved getting from the Alcoa property to the bridge site (approx. 5 miles) would be about one-half hour longer.

It thus appears that the distance of travel from the various staging sites available would not have too much influence on final choice of the site. Other factors such as availability of facilities, needed site development, land access and site rental rate would probably be the controlling factors.

RWE/ag

cc R. L. Carroll
R. N. Bothman
P. M. Oakley

NOTED
P.A. ANDERSON

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Office of District Engineer
4200 Main St.
P.O. Box 1717
Vancouver, Washington 98663

20 July 1976

Daniel J. Evans - Governor
G.H. Andrews - Director

Mr. Robert W. Ellison
Bridge Administration Engineer
Oregon Dept. of Transportation
329 State Highway Building
Salem, Oregon 97310

C.S. 0606 SR 205 L-4007
I-205 Columbia River Bridge

Dear Bob:

I'm going to be out of the office for a few days, but will give you a quick update on what I found out about availability of sites for casting yards.

1. Tidewater Barge Company - I contacted Ray Hickey on the Tidewater ownership immediately east of the City of Vancouver's treatment plant and Ray advised me they had nothing available at that site, but would check on other company ownerships in the area and get back to me sometime next week.

2. F.M.C. - A Mr. J. L. Bowling, Manager, said they would be very interested in talking on the tract of land between the F.M.C. plant and Columbia Industrial Park. His number is Vancouver, 206 693-3685.

3. Bohemia, Inc. - Paul Trien with Umpqua advised that they had no land available at the rock quarry barge site.

I have been unable to contact Crown Zellerbach or the Manager of the Port of Camas-Washougal. Will try to do that when I return to the office next week.

Paul Nelson, Columbia Industrial Park Manager, called me yesterday and said that there had been a change in some of their building use and one of their tenants was going to vacate part of one building and that they would have available approximately 18,000 square feet under roof with an additional 15,000 square

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JUL 21 1976
BRIDGE SECTION

NOTED
P.A. ANDERSON

NOTED
R.W. ELLISON

Baker Ferguson Chairman, Walla Walla
Harold Walsh, Everett
A. H. Parker, Bremerton
Virginia K. Gunby, Seattle
Howard Sorensen, Ellensburg
Harold L. Bo, Secretary

feet in the same area, but outside. The 18,000 square foot bay also has two 10-ton lifting hooks that have been used as part of a steel fabrication operation.

I'll keep you posted on anything else that I'm able to turn up.

Very truly yours,

R. L. CARROLL, P.E.
District Engineer

RLC:bar
cc: Records Control

RWE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: BR. 9555

July 20, 1976
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the Files

SUBJECT:

Columbia River (I-205) Br.
Washington Shore
Possible Contractor's Staging Area

On July 14, Dick Carroll, District Engineer of the Washington Department of Highways, Phil Oakley, OSHD Bridge Section and I investigated possible contractor's staging areas on the Washington shore of the Columbia River. The following areas were checked out.

1. COLUMBIA INDUSTRIAL PARK (Old Vancouver Shipyards) - The following areas in this park have water, sewer, electric power, railroad, and highway facility available.

   A. There are twelve old ship launching ways with concrete walls on each side of each way. These ways slope toward the Columbia River and are paved. One end of each way is open to the Columbia River and the other end is open to high, flat ground. Clear distance across each way (between concrete walls) is approx. 80 feet. Between ways there is an area about 50-feet-wide (back to back of walls) which could be filled for use of construction equipment. Construction of precast concrete elements could be done in the ways themselves. Total area available is approx. 20 acres. Approximately half of this area was underwater during the 1972 flood. It is estimated that the maximum time underwater during such flood conditions was approx. one month. The area above flood elevation is essentially flat and suitable for storage, construction, et cetera.
   The old ship launching rails are still in place in the river below low water elevation. Any dock facilities necessary must be constructed.
   This area could be especially suitable for a contractor desiring to launch precast pier elements and float them to the job site. The ways themselves might be a hindrance to a contractor who desires to cast the sections on the shore and transfer them to a barge or who may desire to cast the sections on a barge moored against a dock.
   Another area of approximately 5 acres is also available immediately behind and adjoining the 20-acre area.

   B. Approximately 12 acres of flat land is available between the railroad and the river near the west end of the industrial park. The old docks along the river have been destroyed by fire. The old piling below the waterline may still be usable. New docks must be constructed by the contractor. Additional adjoining area for dock construction is available along the river.

C. Eighteen acres of flat land is available near the east end of the industrial park. This area does not border the river. Access to the river will require approx. 1,500-foot travel over land.

D. FMC Corporation controls 10 acres of flat land immediately west of and adjoining Area B above. This land extends from the railroad tracks to the river. The old docks have been destroyed by fire and any new docks required must be built by the contractor. Dick Carroll of the Washington Department of Highways will contact FMC Corporation for more particulars.

E. Mr. Paul Nelson is in charge of leasing the Columbia Industrial Park area. He indicated that the lease rate is approx. $.01 per square foot per month. An option would probably be about half that rate.

2. PORT OF VANCOUVER - Mr. Kenneth S. Hodge, Industrial Consultant for the Port of Vancouver, indicated that the Port has only one area available. This is approx. 40 acres of undeveloped high and low ground immediately under the power transmission lines at the west end of the Port property. This is approximately 2 miles west of the I-5 Interstate Bridge. A paved highway borders one end of this property. A rail spur runs through the property. Power and water will have to be extended to the area. Any docks required must be constructed by the contractor. Sewage disposal would be by drainfield or holding tank provided by the contractor. The navigation channel is just off shore and provides sufficient depth of water for barges, tugs, et cetera.

3. ALCOA PROPERTY - Alcoa has a plant to the west of the Port of Vancouver. Between this plant and the Port property is an area of approximately 160 acres of high ground which belongs to Alcoa and which has not been developed. It is about three miles downstream from the I-5 Bridge. A paved highway borders this area and a rail line runs through it to the Alcoa plant. A well could be developed on the property to provide water. Electric power must be extended to the property. Sewage disposal would be by drainfield or holding tank installed by the contractor. Any docks or piers required must be built by the contractor. The navigation channel is just off shore and provides sufficient depth of water for barges, tugs, et cetera.

4. BOHEMIA, INC. PROPERTY - Bohemia, Inc. has dock and storage facilities approximately 3 miles upstream from our proposed bridge site. The area is occupied by stacked lumber, equipment, jetty rock, et cetera, and does not appear to be available for lease. The area also appears to be too small to be of value to a bridge contractor. Dick Carroll will contact Bohemia, Inc. for additional details.

5. LADY ISLAND - Lady Island is owned by Crown Zellerbach Corporation and is approximately 6 miles upstream from our proposed bridge site. Power, water, and highway access are apparently available. Rail access is not available. Any docks or piers required must be built by the contractor. Dick Carroll will contact Crown Zellerbach Corporation for additional details.

6. CAMAS-WASHOUGAL INDUSTRIAL PARK - This industrial park is approximately 7 miles upstream from the proposed bridge site. Plenty of flat land is available. However, all the land is behind a dike which could be a problem when transporting precast concrete sections to a barge loading site. Dick Carroll will obtain additional details regarding this facility.

The effect of the Washington State Sales Tax on concrete or other materials passing through a staging yard in Washington is not known. It is possible that any materials which are placed in the bridge on the Oregon side of the border will not be subject to the sales tax. Dick Carroll is checking into this matter.

RWE/ag

cc R. L. Carroll

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR. 9555

July 19, 1976
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT:

Contractor's Staging Area
Oregon Shore
Columbia River (I-205) Br.

On July 16, Phil Oakley and I contacted Mr. Warren Nash, Real Estate Manager for the Port of Portland, regarding possible contractor's staging area for the subject project.

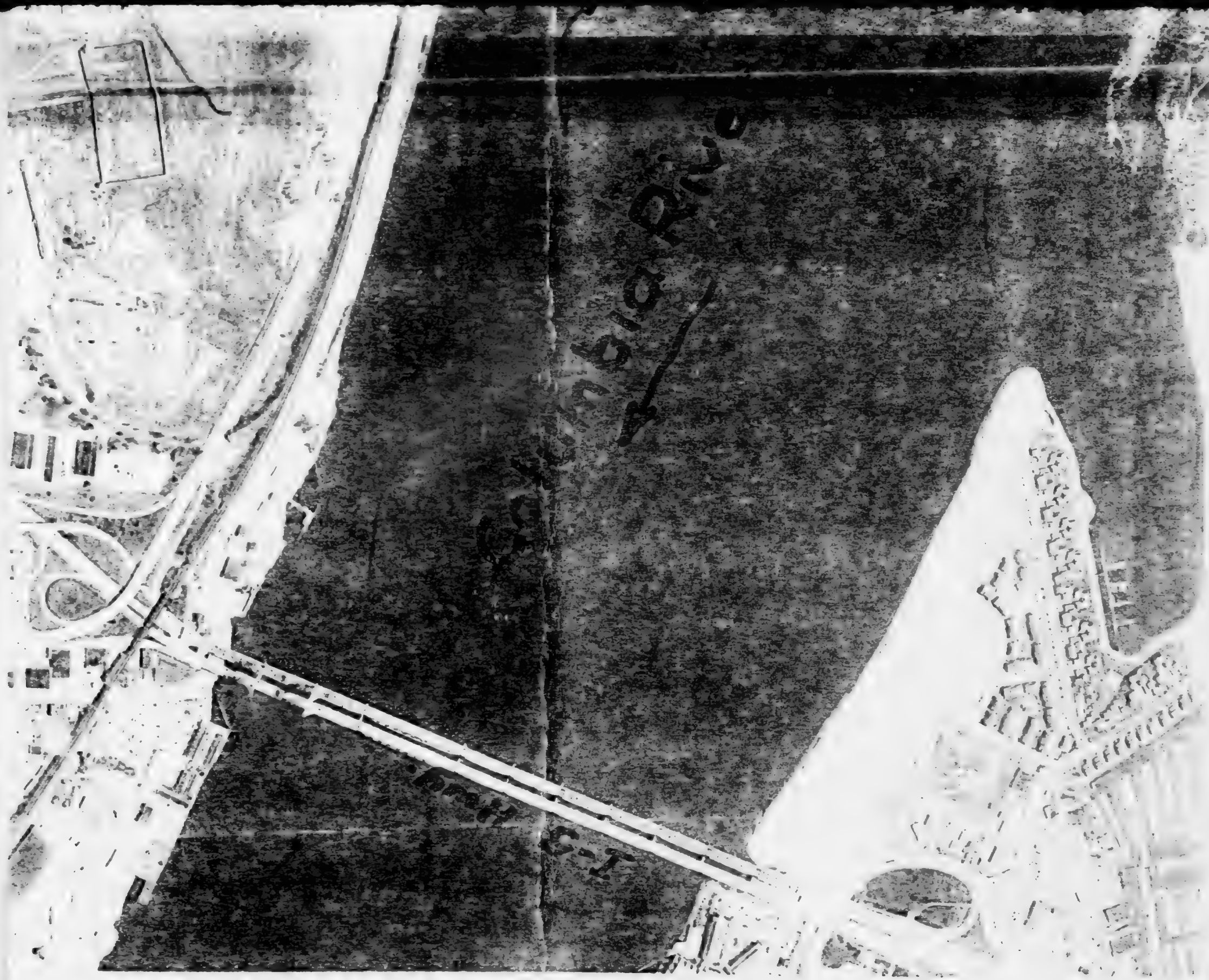
Mr. Nash indicated the only area available is a strip of newly-filled, raw land approximately 600 feet by 8000 feet just east of the Port of Portland's Terminal 6. The area is along the North Portland harbor on the Columbia River and near the mouth of the Willamette River. This area is bordered by both rail and highway facilities. Electric power is available for about half the length of this property. Water and sewage facilities could be extended from Terminal 6. Any docks or piers required must be installed by the contractor. Water adjacent to the property is approximately 30 feet deep.

Mr. Nash indicated that the annual lease formula for this raw land is ($35,000/acre + $150/water front foot) (.09). For 15 acres (1000 front feet) this amounts to $65,000 annually.

According to Mr. Nash there is no property available at Swan Island or other locations controlled by the Port of Portland. The newly-filled land adjacent to Terminal 6 is the only property they have to offer for lease.

RWE/ag

cc R. L. Carroll
P. M. Oakley



Ct 4
River front area
(old docks buried)
Add'l flat land
Ship launching well
Approx. 2.0 acres
High water may get

Ship launching ways -
Approx. 3½ miles

Highwater mark

Columbia Industrial Park

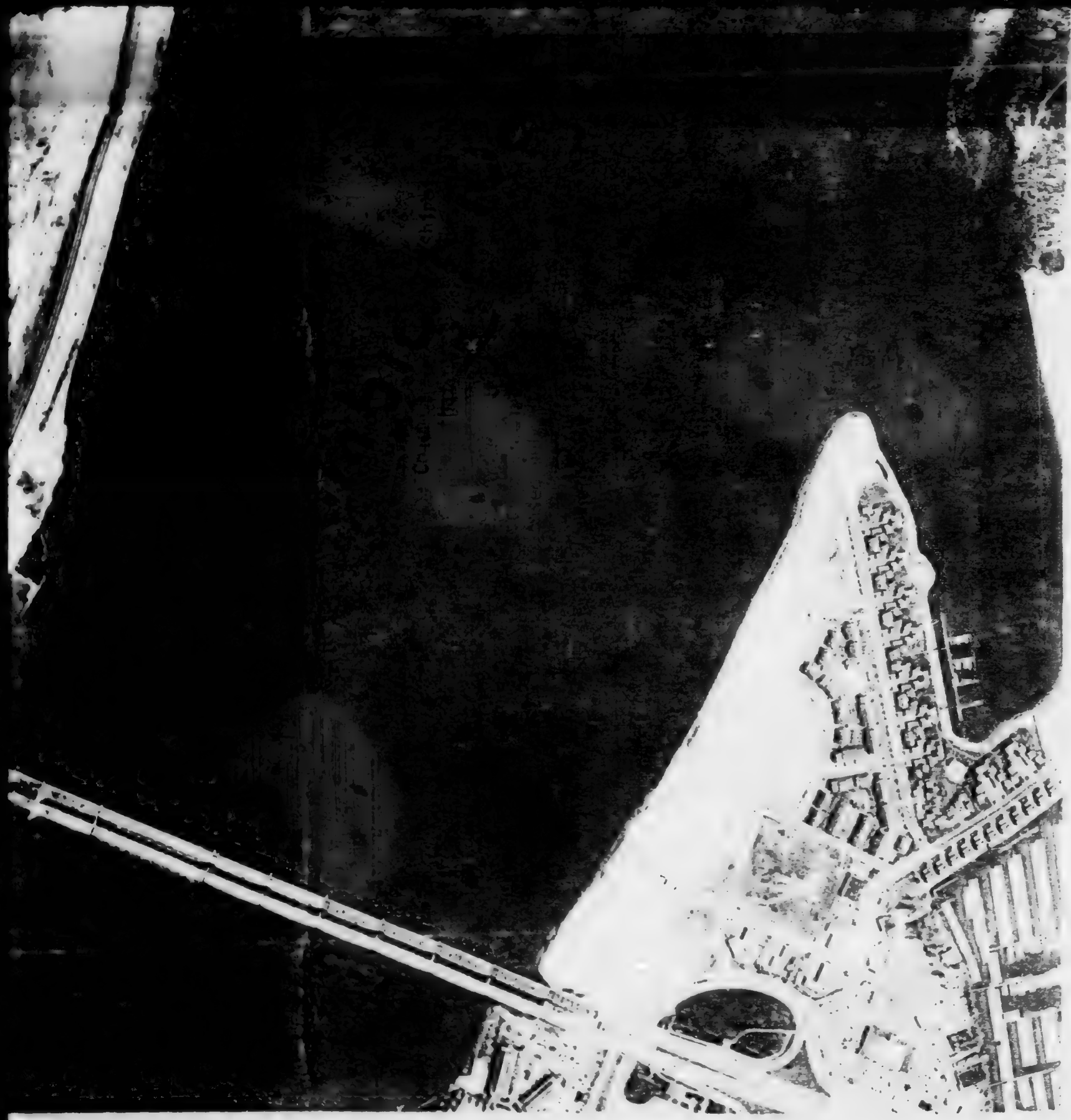
(Old Vancouver Shipyards)

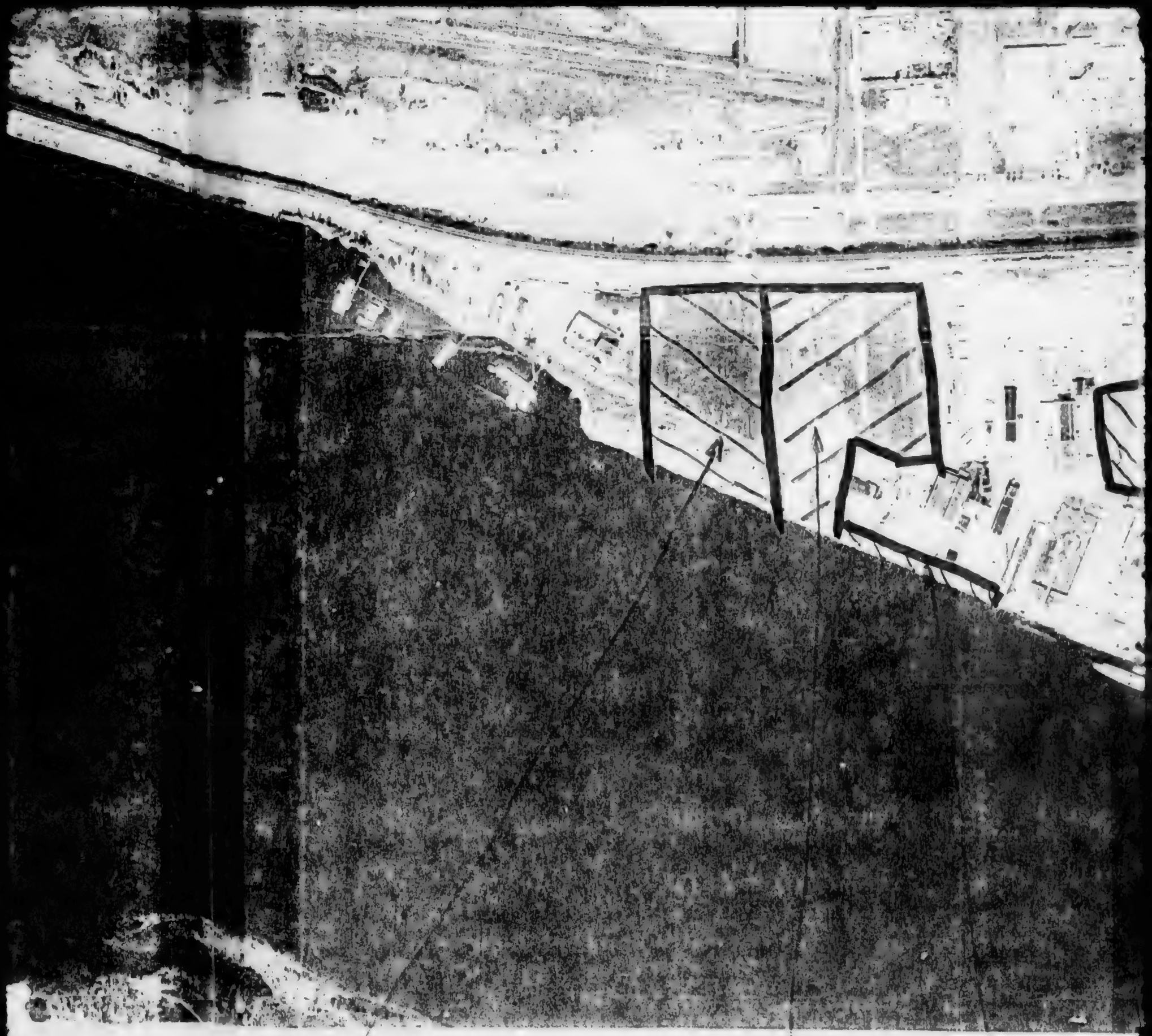
Possible Contractor Staging Area

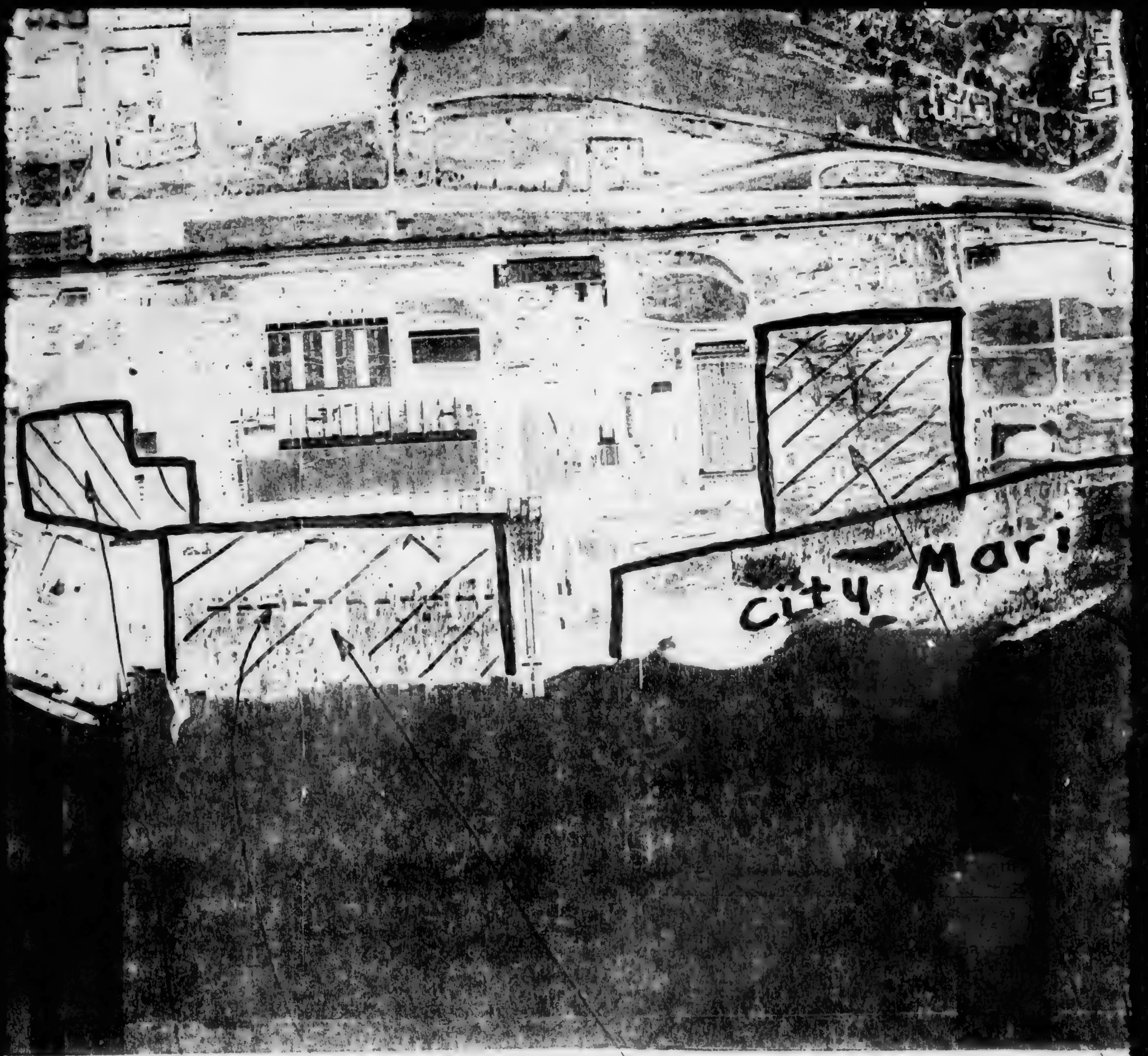
Col. R. I-205 Br.

Flat land

(Fig. 10)




10 Acres (Cleared)
F.A.C. Crops
(Cold dorks burned)
12 Acres flat land
(Cold dorks burned)
River front a
Cold dorks



t area
ks burned)

Add'l flat land

Ship launching ways
Approx. 2.1 acres

High water may get
up to this line.

Note: A Washin
shoreline m
if any filling

Columbia Industrial Park

(Old Vancouver Shipyards)

Possible Contractor Staging Areas

Col. R. I-205 br.

7/14/82

Acres flat land

State

ment permit is required

done along the river

Lady Island
(Crown - Z)
Comos - Westbrook
½ mi.
Bohemia
Inc

Bohemia
Inc
Proposed
I-205 Br
Columbia R.
Columbia Ind
Col R (I-2
Contractors

mbia Industrial Park

(I-205) Br.

tors Staging Areas

July 1970

R.R.

Hwy.

Port of Portland Undeveloped Land

RIVER

Industrial Park

Power Transmission Lines

Vancouver

Alcoa Property
160A. Undev.

Alcoa Plant

R.R. Tracks

Highway

R.R.
Hwy.
Port of Portland Undeveloped Land
RIVER GATE Industrial Park
Power Transmission Lines
Columbia
Alcoa Property 160A. Undev.
Port of Portland Terminal 6
Willamette R.
Alcoa Plant
R.R. Tracks
Highway

8526

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

July 29, 1976

FILE: 626-1968
(330)

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Government Island
dredge fill I-205

TO: A. D. OLSON
Preliminary Design Engineer

SALEM

Attached is a copy of the 1967 specs for dredge contract by the Port of Portland. This is prior to DEQ regulations, however, the Port indicated Bud Furber, Project Engineer for dredge operations, would be willing to confer with our specification section regarding current requirements.

ebg

attachment

1 Versteeg ✓
2 Olson ade
Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
JUL 30 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

L. R. ALLEN

THE PORT OF PORTLAND
PORTLAND INTERNATIONAL AIRPORT
PORTLAND, OREGON

SAND FILL FOR EXTENSIONS OF RUNWAYS 10R & 2

FAA Federal Airport Project No. 9-35-034- 26

App. #1

" #

November, 1967

TECHNICAL PROVISIONS

Section 4

SITE PREPARATION Bid Items 7 & 8

4-01 DESCRIPTION

This item consists of preparing the project area for the sand fill. The work includes removing existing fencing, cleaning ditches, removing vegetation and 47th Avenue road bed, and other incidentals as described herein.

4-02 CONSTRUCTION METHODS

All fencing as shown on the plan including gates shall be removed and become the property of the contractor.

All areas, including ditches, which are within 120 feet of the runway centerline and 60 feet of the taxiway centerline, shall be stripped of all vegetation and debris to a depth of 6 inches. This material shall be removed and spread over areas outside of the above limits. The existin road bed of old 47th Avenue within the limits described above shall be excavated to elevation 8, and spread over the surrounding area.

4-03 PAYMENT

Site Preparation, Items 7 & 8

The site preparation shall be paid for at the contract lump sum prices as shown in the proposal. Such payments will be full compensation for removing fencing, stripping, and removal of road beds and vegetation in the respective FAA participation and nonParticipation areas, and for all labor, equipment, materials, tools and incidentals needed to complete the work as specified herein.

TECHNICAL PROVISIONS

Section 5

DREDGE FILL Bid Items 9, 10, 11 & 12

5-01 DESCRIPTION

This item consists of constructing dikes and the spillway structure(s), installing dredge pipe to the fill site and dredging sand fill.

5-02 SETTLEMENT & SURVEY DATA

Required quantity of dredge fill has been computed from field surveys and from borings and tests made by consulting soil scientists. Prior to submission of a proposal, the contractor shall study these field survey notes and report of the consulting soil scientists, which are available at the office of the Port, 710 S. W. 2nd Avenue, Portland, Oregon to determine for himself the actual quantity of fill required to bring the area(s) to the required grade(s). Dredged fill within 120 feet of the runway centerline and 60 feet of the taxiway centerline, to approximate elevation 16 will be brought to approximately 90% of maximum density as determined by AASHO Test T-99. Compaction will be accomplished by the contractor under control of the engineer.

5-03 PERMITS

The Port has obtained a permit for the U. S. Army Corps of Engineers to remove material from the Columbia River at the location shown on the plan. The contractor shall display such markers, flags, lights or use such of the signals as required by the U. S. Coast Guard for vessels engaged in dredging operations.

The contractor shall not interfere with any activities of commercial fishermen in the area.

The Port has also obtained an approval from the U. S. Army Corps of Engineers and Multnomah County Drainage District #1 to install dredge pipe through the dike as shown on the plan.

Permits to build pipe support structures or to place the dredge pipe under Marine Drive and any other permits that might be required shall be obtained by the contractor.

5-04 DREDGING EQUIPMENT

The contractor shall use equipment approved by the engineer, consisting of a dredge completely equipped with all attendant floating and shore equipment as required to perform the work.

5-05 COMPACTION EQUIPMENT

The contractor shall furnish two crawler tractors of not less than 155 drawbar horsepower or 191 net engine horsepower (Caterpillar D-8, series 14A or 15A or International TD-24, series 241 or TC-241, or approved equal) equipped with adequate front and back-up lights and safety devices as governing authorities may require. The tractors shall include operators, fuel, grease, maintenance and all other items pertaining to operation of the equipment. Mobilization and demobilization of each of the tractors shall be as required by the engineer.

The work required of the tractors will be to operate in front of the dredge discharge line to assist in consolidation of the sand within 120 feet of the planned runway centerline and 60 feet of the planned taxiway centerline. Operation of the tractors will be under control of the engineer.

The contractor may, at his own expense, remove the tractors from the job site during the course of the construction, but they shall be returned, also at the contractor's expense, when dredging is being accomplished in the outlined compaction areas.

5-06 CONSTRUCTION METHODS

Dikes and the spillway structure(s) shall be constructed as required to place the fill as shown on the plan. A low spillway height will be used for this operation, and the engineer reserves the right to direct the spillway height.

Dredging operations shall proceed so that the maximum fill production will first be concentrated to bring the runway area to final fill depth to 120 feet each side of the centerline, beginning at the easterly end and proceeding to the westerly end.

The dredge pipe shall be installed through the dike and under Marine Drive as shown on the plan, unless approved otherwise by the engineer. All work shall conform to the requirements of the Corps of Engineers, the Drainage District and Multnomah County.

The fill material shall be dredged into the fill site and brought to the elevations shown on the plan.

The contractor may be required to relocate his equipment to insure that only the best fill material is placed within 120 feet of the runway centerline, and 60 feet of the taxiway centerline.

The existing radar reflector, located on the runway centerline at about Station -9+25, and any utility poles within the fill area, shall be preserved.

After all dredging is complete, all pipe and materials shall be removed and become the property of the contractor. The dike, toe drains, and Marine Drive shall be restored to their original condition and in accordance with the requirements of the Corps of Engineers, Multnomah County Drainage District and Multnomah County.

5-07 TOLERANCES

The Port will make measurements to determine that fill areas have been brought to the final required elevations. Such measurements will be made within seven (7) calendar days of the receipt of the contractor's written request for measurement by the engineer. Minimum measurement area shall be 150,000 square feet. Measurements will be made on a grid not exceeding 100 feet square, and not more than 20% of the readings within a measurement area shall be less than 6 inches below grade, and not less than 80% of the readings within a measurement area shall be at or above grade. If the measurement area is not within the above tolerances, the contractor shall add required material, and the Port will remeasure the area at the expense of the contractor.

5-08 MEASUREMENT

Compaction Tractor - Item 9

Operation of compaction tractors shall be measured by the hour, based on the actual number of hours of operation per tractor as directed by the engineer.

Tractor Mobilization and Demobilization - Item 10

Tractor mobilization and demobilization shall be measured on the basis of one unit price for each tractor used in compaction operations.

Dredge Fill - Items 11 & 12

Dredge fill shall be measured by the cubic yard based on the final elevations shown on the plan and the original ground as determined by 100 ft. cross sections and shown as contours on the plan. No allowance will be made for settlement occurring during dredge fill operations or for consolidation within the fill. The total estimated quantity of fill based on these limits is 950,000 cubic yards, which will be the final pay quantity unless the final elevations are changed by the engineer.

In case of any change, the final pay quantity will be adjusted, based on the difference between the final elevations shown on the plan and the final elevations determined by the engineer.

5-09 PAYMENT

Compaction Tractor - Item 9

Compaction tractor, measured as provided above, shall be paid for at the contract unit price per hour as shown in the proposal. Such payment will be full compensation for furnishing and operating the tractor, including operator, fuel, grease, maintenance, and all other costs incurred in operating the tractor as specified.

Tractor Mobilization and Demobilization - Item 10

Tractor mobilization and demobilization, measured as provided above, shall be paid for at the contract unit price per each, as shown in the proposal. Such payment will be full compensation for all costs incurred in furnishing an operating tractor at the construction site and removing said tractor as specified.

Dredge Fill - Items 11 & 12

Dredge fill, measured as provided above, shall be paid for at the contract unit price per cubic yard as shown in the proposal for the respective bid item. Such payment will be full compensation for installing and removing all dredge pipe, constructing dikes and the outfall structure(s), dredging and placing sand fill, and for all labor, materials, equipment, tools and incidentals needed to complete the work as specified herein.

8526 I-205

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1976

To: Frank Tervin
Location Engineer

SUBJECT: Government Island Embankment
East Portland Freeway I-205
Multnomah County

This is in reply to A. D. Olson's memo of June 7 in which he requests a typical section for the subject fill. He has questions about the need for "armor rock" which a section by the consultant shows, and he needs details for the riprap and filter under it.

Soils characteristics in the island as shown in the exploration report by CH2M-Hill, dated February 20, 1974, indicate that the foundation is adequate for the 35-feet height of fill required with ordinary side slopes. It will be even more adequate with the 2 1/2 and 3 to 1 slopes to be used for aesthetic reasons. However, it is noted that the line crosses at least one slough (hole B41, station 94), which contains a five foot thick layer of clay with natural moisture content only three percent less than the liquid limit. This deposit and any other like it that exist should be stripped off the embankment foundation.

Olson said the fill will not extend off the island into the river. Therefore, the "armor rock" dike section which the consultant showed in the lower part of their typical section will not be required. Its only function is to contain any hydraulic fill sand which must be pumped into water.

Riprap will be required on any part of the slopes to be inundated by the river and a filter blanket under it is critically essential to protect the fine Columbia River dredged sand fill from piping through the riprap. Hydraulic Unit will furnish the detailed requirements for filter and riprap. Wind erosion protection for the east side slope above the riprap should be provided.

About four to ten feet of the upper foundation not needed to be stripped is never-the-less somewhat compressible. All settlement will take place during construction; but the addition of the weight of pavement to the fill might cause additional settlement of the order of 0.2 feet. A surcharge on the fill of about 4-feet will prevent this post paving settlement if it can be in place for about six months. It should be wasted near the toe of the fill after use.

"Spillway" pipes incorporated into the fill as shown by the consultant are not recommended and, if used, should be filled with sand before the

pavement is placed. Experienced dredge operators will get the excess water off the fill easily with movable weirs, catch basins, and outlet pipes over the side.

A suggested plan to measure settlements that occur and other data will be developed and distributed to all concerned in about three weeks.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: R. Lenz
A. D. Olson
J. H. Versteeg
Walt Hart

1 Copy
Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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ROAD DESIGN SECTION

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15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 23, 1976 BR 9555

Mr. Glen D. Carter, Supervisor
Water Quality Program Development
Department of Environmental Quality
1234 S. W. Morrison St.
Portland, OR 97205

MAILED
E. S. HUNTER
CH Perkins
7-1-76

Dear Mr. Carter:

Columbia River (I-205) Bridge
Bridge 9555
Water Quality Restrictions

During the past two and one-half years, several meetings have been held relative to water quality in the Columbia River as affected by construction of piers for the proposed I-205 bridge. These meetings were attended by representatives of the following agencies:

Oregon Department of Environmental Quality
Oregon Department of Fish & Wildlife
U. S. Bureau of Sports Fisheries
U. S. National Marine Fisheries Service
Oregon State Highway Division

As you know, similar agencies in the State of Washington are also interested in the effects of pier construction on river water quality. I have been in contact with these agencies and they have agreed to concur with the restrictions imposed on construction by the Oregon agencies.

In order that I may correctly inform the Washington agencies of these restrictions, I am listing below the restrictions which I understand were agreed upon by the agencies attending our previous meetings.

1. River excavation within 200 feet of a shore line shall not be done during the months of March, April and May unless approved by appropriate agencies.

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2. Use of precast type piers as well as piers constructed using conventional cofferdam methods is satisfactory.

3. Precast piers to be sealed around the bottom and at joints between sections to prevent leakage of fresh concrete into the river.

4. Between March 1 and October 1, when the river discharge is less than 300,000 cfs, the turbidity level in the turbidity plume 1,000 feet downstream from any phase of project activity shall not be greater than 10 JTU's (Jackson Turbidity Units) above upstream background levels. When the river discharge is greater than 300,000 cfs, turbidity measured in the same manner shall not exceed 20% above upstream background levels.

5. Between October 1 and March 1 the best practicable construction practices shall be employed to minimize turbidity.

6. Turbidity measurements in JTU's shall be taken daily at 200 feet upstream and 1,000 feet downstream from each significant turbidity causing activity during the daily peak period of turbidity generation. Resulting turbidity data shall be submitted to the Department of Environmental Quality monthly for the project period covering in-stream construction activities.

I am sending a copy of this letter to those who attended our previous meetings and am asking that if my understanding of the restrictions is incorrect, I be notified by July 9, 1976. If I do not hear differently by that date, I will inform the Washington State agencies of these restrictions and request their concurrence in writing.

To all those who have been involved in determining these restrictions, I wish to extend my thanks for your patience and cooperation.

Very truly yours,

Walter J. Hart
Bridge Engineer

R.W. Ellison

R. W. Ellison
Bridge Administration Engineer

RWE:dh

cc - Listed on attached sheet

cc Jim Lauman, Oregon Dept. of Fish and Wildlife
Ron Weaver, U.S. Bureau of Sports Fisheries
Jim Shelton, U.S. National Marine Fisheries Service
Burton E. Carnegie, Dept. of Fish and Wildlife
E. S. Hunter

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8526 I-205

Salem, Oregon
June 7, 1976

A. D. Olson
Preliminary Design Engineer

Frank Terpin
Location Engineer

Government Island Embankment
East Portland Freeway (I-205)
Multnomah County

Enclosed is a copy of the "Hydraulic Study" (Feb. 4, 1974) by Bauer Engineering and the "Report on the Southerly Extension of the Proposed I-205 Columbia River Bridge" by Severdrup and Parcel and Associates (March, 1974).

The embankment design is delineated on Plate 3 of the latter report and is discussed in some detail on page 13 thru 18. This has been discussed briefly with a representative of the consultant and we were advised that while this rather elaborate typical section of armor stone, filter material and rip rap was not borrowed from some other job neither is there any background data or justification to establish the need for these various component parts as they are indicated. This was their considered opinion of what might be needed and, if they had gotten the design job, would have been where they would have started. It should be noted that this study is based on a profile about 20 feet higher than currently being used for whatever effect that might have. It would not appear that this typical section would be effected by any EPA requirements since they would be in regard to settlement ponds or whatever strategy the contractor must use in order to reduce the turbidity of the effluent from his dredge operation.

This has been discussed briefly with Dick Lenz and it was his suggestion that we determine what background information might be obtained from the consultant. Since there appears to be nothing sacred about the typical section this is to request that the material be reviewed and a recommended section be prepared. We will be using 2 1/2:1 to 3 1/2:1 variable side slopes on the embankment. This is to soften the appearance of the fill, I am told.

ADO:az
Enclosure
cc: R.N. Bothman
Bob Ewen
Walt Hart
Gary Potter.

Verstoeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 21, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Columbia River (I-205) Br.
Government Island Embankment Fence

In response to your office's telephone query concerning the area on Government Island that will be closed to wildlife by the construction of the embankment there, we plan to place a six-foot game fence just below the sight line from the roadway tied into the bridge abutments at each end of the embankment. This will result in a fenced area of approximately 184' x 1,140' or 4.8 acres.

The slope below the fence will be sculptured and planted with native plants to provide a natural environment.

A tentative cross section is attached for your information.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO/ag
encl.
cc E. S. Hunter
R. N. Bothman
J. H. Versteeg w/encl.
G. Potter

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MAY 24 1976

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BR 9555

May 5, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Columbia River (I-205) Bridge
Bridge 9555
Supplemental Foundation Investigations

In response to your memo of April 19, 1976 we have reviewed the consultant's design loads for Piers 12 and 13 as suggested under comment No. 1.

Our findings are as follows:

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At Pier 12 the vertical design load consists of

D.L. sub. & super	=	121,124^K
Earth	=	7,510
Water	=	12,290
Live Load	=	4,582
Uplift	=	33,397
Total	=	112,109^K ÷ Area = 14.9 k/sf.

At Pier 13

D.L. sub. & super	=	135,540^K
Earth	=	13,656
Water	=	11,870
Sand in Caisson	=	12,235
Live Load	=	5,150
Uplift	=	- 47,990
Total	=	130,460^K ÷ Area = 14.5 k/sf.

GSH

The discrepancy at Pier 12 appears to have been due to an error in addition, but has a negligible effect upon the results.

If you have further questions on this item, please call on us.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

PMO:dh

cc F. B. Klaboe
L. W. Rulien

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 19, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge -
"Supplemental Foundation Investigation,
Piers 12 and 13" Report

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Below are the comments received from our Washington, D.C. Office. Please note our Soil and Rock Mechanic Branch also reviewed this submission.

1. The consultant claims that the design load for Piers 12 and 13 are 107,000 kips and 130,500 kips respectively. The resulting pressure of 14.2 k/sf seems high, and the consultant should be questioned to see if this represents the Net Additional Dead Load plus Live Load.

2. At the request of the Regional Office, a review of the report has been made by the Soil and Rock Mechanics Branch, and they have reported that, in general, they concur with the consultant in the procedures used to determine both the elastic and inelastic settlement.

We consider the consultant's analysis satisfactory and recommend that the design proceed on this basis.

For G. L. Green

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Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
"Supplemental Foundation Investigation
Piers 12 & 13" Report

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. E. S. Hunter

We have reviewed S&P - CH2M & Hill's report of January 14,1976 on the above report subject and find it acceptable.

We concur with Mr. Hart's undated letter received April 2nd that the recommendations are reasonable and agree to the release of the consultant's fee retainage for this work.

G. L. Green

cc
OSHD W. Hart

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 BR 9555

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

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NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell

Dear Mr. Green:

Supplemental Foundation Investigation
Columbia River (I-205) Bridge
Bridge 9555

Attached is a copy of the review comments by our Foundation Unit on the supplemental foundation investigation report for piers 12 and 13.

In summary, this latest investigation failed to produce any surprises or points of significant concern in the design of the piers.

With your concurrence we propose to accept the recommendations contained in the report. This acceptance will permit us to release the consultant's fee retainage for this item of work.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh
Attachment

cc C. S. Gloyd /w/ attach.
E. S. Hunter
L. W. Rulien
V. E. Skoog

8526 Columbia R. Br. (N. Channel 1977
Substruc.) & Gov't Island Sec.
(Bridge piers & grading) #1

HAYDEN ISLAND YACHT CLUB

12050 N. Jantzen Dr.
Portland, Oregon 97217
Phone 283-4369

December 18, 1975

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Federal Highway Administration
Regional Office - Mohawk Building
222 S.W. Morrison
Portland, Oregon 97204

NOTED
E. S. HUNTER
cy - Walt Hart
Vic Woelfe
12-23-75

Dear Sirs:

This is a letter of protest to the plan to destroy the recreational area of Government Island-Tri Club Area Anchorage by the proposed construction of the I205 highway bridge.

This work will affect some of the channels and anchorages used by pleasure craft. The proposed dikes and dredging of spoils in this area will affect this anchorage area, unless the necessary fill material is taken from this area for the highway needs, also the vertical clearance of 35 feet at the south end where it will cross the Government Island slough at low (zero) water. When the water is at 15 feet, which is necessary for small boats to get into the lake, only 20 feet clearance will be left. Another 10 feet would be safer and enable large power boats and sailboats to enjoy this area.

Our environmental protection agencies seem to be looking in a different direction, when we need them to save a valuable recreational area.

We are for construction of this bridge, but feel it needs some adjustment to benefit all of our needs for the future.

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Sincerely,

Mick Becker

Mick Becker
Hayden Island Yacht Club
Commodore
(Representing 200 boating families)

cc: Highway Div. Salem
Coast Guard
Corps of Army Eng.
Sen. Mark Hatfield
Sen. Robt. Packwood
Rep. Robt. Duncan
Gov. Robt. Straub

8526

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 12, 1975

TO R. N. Bothman
Assistant State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Ownership Submerged and Submersible Lands
Government Island

During our recent Interdisciplinary Team #1 meeting, the question of the submerged and submersible lands on Government Island was questioned. I, at that time, did not believe that the submersible lands between the high and low water on Government and Sand Island had been alienated by the State. I requested the Division of State Lands to investigate their files and determine the actual status.

I have been informed today that the lands lying between high and low water on both Government and Sand Island are owned by the State of Oregon and Sand Island is owned in its entirety by the State, but under a 99 year lease to the Boy Scouts of America.

I believe this answers the questions posed relating to the submerged and submersible lands in the area of I-205.

JBB:lb

cc: R. L. Schroeder
Gary Potter
Lou Grothaus
Mark Harbert (Div. of State Lands)

NOTED
R. L. SCHROEDER

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DEC 15 1975
Office of
Assistant State Highway Engineer

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Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 9555

Salem, Oregon
November 17, 1975

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO:

Mr. Gary Potter
Environmental Director

SUBJECT:

Columbia River (I-205) Bridge
Bridge 9555
Sediment Analysis

Your memo to the files documenting the Government Island inspection of November 7, 1975, covered the possible need for sediment analysis in connection with dredging and excavation.

I recently talked with Mr. Harvey Lee, Corps of Engineers, who informed me that he had contacted the Environmental Protection Agency which stated that sediment analysis is not required on this project. They are evidently familiar with the material involved and require no additional sampling.

RWE:dh

cc E. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Robert Ewen
Harvey Lee, Corps of Engrs.

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MARIE STEPHENS

Form 61-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 14, 1975

Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager, Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Government Island Inspection Interstate 205

TO: MEMO TO THE FILES

On November 7, 1975 Oregon State Highway Division, Federal Highway Administration conducted a tour of Government Island for the purpose of inspecing the proposed bridge crossing and fill on the island.

Those in attendnace, and their respective agencies, are as follows:

Robert T. Ewen, I-205 Project Engineer, OSHD	Metro Office
Jeff Zinn, Project Manager, OSHD	Salem
Bill Kappus, Environmental Coordinator, FHWA	Salem
Roger Powers, Biologist, OSHD	Salem
Gary A. Potter, Manager, Environmental Section, OSHD	Salem
Nancy Ellifrit, US Fish and Wildlife Service, Biologist	Portland
Richard Vining, HNTB	Seattle
Burt Paynter, Corps of Engineers	Portland
Harvey Lee, Corps of Engineers	Portland
Walter Hart, Bridge Design Engineer, OSHD	Salem
C. T. Christianson, FHWA	Salem
A. Sidney Malbonn, Bureau of Outdoor Recreation	Seattle
Bob Ellison, OSHD	Salem
Douglas C. Myhre, HNTB	Seattle

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The first part of the day was spent reviewing, on Government Island, the location of the bridge and the proposed fill. Survey stakes had been placed on the island to allow individuals to see on the ground, the centerline of the roadway, the ends of the structure, and the limits of the fill.

Following the inspection of Government Island, the same individuals met at the Metro Conference Room to discuss various features of the proposal and to try to resolve any remaining issues.

cy Talbert 11-17 Route 11-17

The first issue discussed was whether wetlands were present or not. U.S. Fish and Wildlife Service advised that there were two areas of category 1 type of wetlands that would be destroyed in part by the fill. There was considerable discussion as to design and/or possible measures of compensation. It was finally agreed that replacement of those wetlands could be accomplished by creating additional area adjacent to the fill, possibly by leaving sedimentation basins and sculpturing those basins as appropriate. It was agreed that the Highway Division and U.S. Fish and Wildlife Service would coordinate a design for replacement of those wetlands.

The Corps of Engineers asked for additional information as to dredging, wetlands, and sediment analysis. The State responded verbally supplying the required information, except in the case of sediment analysis requirements. Corps of Engineers stated that they would contact the Environmental Protection Agency to determine if a sediment analysis would be necessary.

The third issued discussed was that of the 4(f) lands and the Department of Interior's position on the project. Mr. Malbonn stated that the position of the Department of Interior was in agreement with the conclusion that there are no reasonable and prudent alternatives to the use of Government Island, but that not all planning to minimize harm had been done. Mr. Malbonn advised that he thought it would be appropriate for the Oregon State Highway Division, after discussion with the Port of Portland and Wildlife Commission, to send a detailed letter to the Secretary of Interior outlining our stance on the project and the reasons for elimination of an all structure alternative, and providing additional information as to the possibilities of insuring continued public use of the beaches and riparian lands of Government Island. (This letter should include documentation of OSHD efforts to encourage coordination between the Port of Portland and Department of Fish and Wildlife in planning for the future use of Government Island.) Mr. Malbonn also felt that we should discuss the shortening of the fill to allow more room for game and recreationists to pass under the bridge on the south side of the island, and so as not to disturb the class I wetlands.

GAP:sz

cc: F. B. Klaboe ✓
E. S. Hunter
R. L. Schroeder
W. J. Hart
Bob Ellison
R. T. Ewen
R. N. Bothman

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem 97308

DATE: October 15, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Advance Foundation Plans, Piers 15-26

FROM : G. L. Green, Division ADministrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

ATTN Mr. E. S. Hunter, Asst State Engineer

Will you please reply to this office concerning the following comments made by our Regional Bridge Engineer upon his review of the plans: (ltr. dated 6-30-75)

"1. Glory hole excavation on a 3 to 1 slope will involve a substantial amount of material removal. Will this be a separate pay item or incidental to the cost of pier construction.

"2. The Filterex may present some problems in rolling and unrolling at the corners of segment one.

"3. Regarding Note 7 on Sheet 111, we question that displaced water will flow out through Filterex and rock around the perimeter, since the sand and pea gravel is placed in a submerged state.

"4. We presume that all tremie concrete is unreinforced except for that provided in the juncture between segments. Moment resisting capability must therefore be provided by the reinforced segment, transferred to the tremie concrete through bond of the reinforcing steel, and transferred back to the next segment through shear between the segment and the tremie concrete. Although the inner surface pf tjese segments is typically corrugated, we recommend the placement of additional horizontal reinforcement, L-shaped to conform to the bell end at the bottom of each segment, which would extend into the tremie concrete and prevent separation of the shear surface. We also presume circumferential horizontal reinforcement will be provided in the final details."

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO Hart
FOR
Info | Inves | R/D ✓ | D/R | Sign | Act | File

G. L. Green

cc
OSHD (W. Hart)

[illegible] 2, 19[illegible]

RECEIVED
STATE HWY ENGR
OCT 22'75
REFER TO
FOR
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Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 369
Salem, OR 97308

Dear Mr. Green:

Cal[illegible]r (I-[illegible]) Bridge
Dr[illegible] 9855
[illegible]ject I-[illegible]

[illegible], 1975.
A copy of Sverdrup & Parcel's [illegible].

On Item 1, Excavation, our recommendation will be for payment on a cubic yard basis measured to a line three to five feet outside the neat line.

I[illegible]
of the artic[illegible]

On I[illegible]4 we will withhold our comments and [illegible]ment until we re-[illegible]liminary detail[illegible].

[illegible]

[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 30, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the advanced plans for the foundations at piers 15 through 26 as detailed in drawings 108 through 114. We request your comments on the following items:

1. Glory hole excavation on a 3 to 1 slope will involve a substantial amount of material removal. Will this be a separate pay item or incidental to the cost of pier construction.

2. The Filterex may present some problems in rolling and unrolling at the corners of segment one.

3. Regarding Note 7 on Sheet 111, we question that displaced water will flow out through Filterex and rock around the perimeter, since the sand and pea gravel is placed in a submerged state.

4. We presume that all tremie concrete is unreinforced except for that provided in the juncture between segments. Moment resisting capability must therefore be provided by the reinforced segment, transferred to the tremie concrete through bond of the reinforcing steel, and transferred back to the next segment through shear between the segment and the tremie concrete. Although the inner surface of these segments is typically corrugated, we recommend the placement of additional horizontal reinforcement, L-shaped to conform to the bell end at the bottom of each segment, which would extend into the tremie

RECEIVED
STATE HWY ENGR
JUL 1 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

concrete and prevent separation of the shear surface. We also presume circumferential horizontal reinforcement will be provided in the final details.

We would like to inform you that we approved additional borings at piers 12 and 13 as requested in Mr. Hart's memo of March 24, 1975.

for G. L. Green

8526

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 1, 1975

Salem, Oregon

FILE: BR 9555

NOTED
E. S. HUNTER

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT:

Columbia R.(I-205)Bridge
Piers in Oregon Shore Dike

On October 1 I called Mr. Duane Bankofier of the U. S. Army District Engineers Office, Portland, regarding "wormy clay" which may exist in the area of the subject structure.

This "wormy clay" is described by Mr. Bankofier as being a clay layer with hollow tubes throughout.

He has no records of drill holes in the area of our proposed structure, and therefore is not positive the "wormy clay" exists in that area. It has been found in the Washougal area however. At that location the top of the clay layer varies from elevation 12 to elevation 30 and the bottom of the layer varies from elevation 0 to 14 1/2. The thickness of the layer is from 9 feet to 27 feet.

Mr. Bankofier indicated we would probably be safe in assuming that wormy clay exists on the Oregon shore within limits of elevation 0 to elevation 30.

He had no recommendations for sealing waterway channels which might be created by foundation piles driven through the assumed "wormy clay" layer.

RWE/ag

cc E. S. Hunter
L. L. Wallace
J. E. Backstrand

RECEIVED
STATE HWY ENGR
OCT 2'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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OREGON STATE HIGHWAY DIVISION

NOTED
L. E. JOHNS

BR 9555

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 14, 1975

NOTED
F. B. KLABOE

Mr. Jack Allen
Sverdrup & Parcel and Associates, Inc.
P. O. Box 369
Bellevue, WA 98004

NOTED
E. S. HUNTER
To Klaboe for info

Dear Mr. Allen:

Columbia River (I-205) Bridge
Bridge 9555

The hearing on the revised environmental impact statement for I-205 has not produced any opposition to the proposed fill on Government Island as an extension of the river crossing. The design of the main channel bridge, therefore, should be extended to a southerly terminus on the north side of Government Island.

Please proceed with final design and preparation of plans for a structure with a southerly end station of 83+10. This will be essentially Alternate 2, the minimum embankment alternate of your March 1974 report on the southerly extension of the proposed Columbia River Bridge.

We would appreciate receiving prints of your final span arrangements predicated on the indicated southerly end station.

Very truly yours,

WJH

Walter J. Hart
Bridge Engineer

WJH:dh

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

E. S. Hunter
R. N. Bothman
G. L. Green
C. S. Gloyd
R. L. Carroll

RECEIVED
MAY 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8526

45

January 22, 1975

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Post Office Box 1147
Medford, OR 97501

Dear Glenn:

As reported, there are two viable alternates for the I-205 crossing of Government Island. One is on a fill (which has been reduced to a maximum of 30 feet in height) about 1,050 feet long. This fill is designed to provide 200 feet of passageway around the north end and about 50 feet around the south end for pedestrians, vehicles and game. (There are about 30-50 black-tailed deer on the island.)

If desired, we could easily add culverts under this fill to provide additional passageways for the muskrat, mink and a few other small animals that reside on the island.

The second alternate is to use an all-structure crossing at an additional cost of about $10 million.

We have recommended the fill alternate because we cannot justify the additional cost of the structure. The FHWA (Washington Office) would even like to extend the fill in length, but we now have their concurrence for the shorter (1,050 feet) fill.

I believe that if we expect to eventually receive approval from the FHWA for the functional replacement of the County jail at a cost of $7 - $7.5 million and approval of the Long Yeon, which will increase the cost of I-505 from about $30 million to $100 million, we must try to save on I-205 wherever it is practical to do so.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

FBK:srb
bc: George M. Baldwin
R. L. Schroeder

8526

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 22, 1975

Mr. R. L. Schroeder
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

RE: I-205 crossing of Government Island

Please refer to my January 29, 1974 letter on this subject.

Yesterday Mr. Couper explained the latest plan for the Government Island crossing which uses a low profile fill. He also provided its description and related information that will be in the latest environmental impact statement. As a result of these reviews, we find the plan acceptable.

Sincerely yours,

William E. Pitney

William E. Pitney, Chief
Environmental Management Section

cc Fish Commission of Oregon
Fish and Wildlife Service, Regional Office
" " " , PAO-River Basin Studies
John McKean
Bob Mace

cy Jackson
Keith Burns
Eathorn
Couper
1-23-75

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January 21, 1975

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
Post Office Box 1147
Medford, OR 97501

Dear Glenn:

The following is a brief history concerning the Federal Highway Administration's approval of the Columbia River crossing of I-205.

In July of 1973 the Port of Portland notified the Highway Division that it was relinquishing its hydraulic fill proposal into the Columbia River for the Portland International Airport expansion. The Highway Division notified its bridge consultant, Sverdrup and Parcel, to restudy a design of the crossing on its indicated alignment without the hydraulic fill proposed by the Port.

The Highway Division requested the consultant to study an all-structure crossing and a crossing with a short fill on Government Island. The Federal Highway Administration requested that we also study the possibilities of a 3,000-foot fill across the south channel from the south bank of the Columbia River to the north bank of Government Island.

The consultant subcontracted a study of the hydraulics effects of these three alternatives to Bauer Engineering, Inc., a highly qualified hydraulics consultant firm from Chicago. The Bauer hydraulic report stated that all three alternatives could be constructed in an acceptable manner from a hydraulic standpoint.

Following a discussion within the Highway Division staff and with our environmental consultant, Howard, Needles, Tammen and Bergendoff, the Highway Division (about January 1, 1974) informally requested the Federal Highway Administration's opinion on the option to be selected. At that time, it was mutually agreed between the Division Office of the FHWA and the Highway Division that the 3,000-foot fill alternative should not be given any further consideration.

Based on the information available, the Division Office of the FHWA notified the Highway Division (letter attached) that, in their judgment, we should proceed on the basis of the short embankment crossing of Government Island.

A copy of the Bauer hydraulic report was transmitted to the Washington Office of the FHWA. Based on this report alone, a letter was received by the Regional Federal Highway Administrator from W. J. Wilkes, Chief, Bridge Division, Office of Engineering, indicating their desire was still to have the Highway Division construct the 3,000-foot embankment alternative in view of the large cost differential over the structure.

Correspondence between the Regional Federal Highway Administrator and Washington, D.C., which is attached, resulted in the Washington Office of the FHWA finally approving the short fill alternative. Their approval was only given under duress from possible legal suits and the Washington Office of FHWA indicated that if environmental groups' objections are dropped, we should reconsider the 3,000-foot fill alternative.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: George M. Baldwin
R. L. Schroeder

RLS:ab FBK:srb

MAY 1 0 1974

HNG-31

Oregon I-205-7(2)303
Columbia River Bridge

Director, Office of Engineering
Washington, D.C. 20590

Mr. L. E. Lybecker
Regional Federal Highway Administrator
10-00 Portland, Oregon

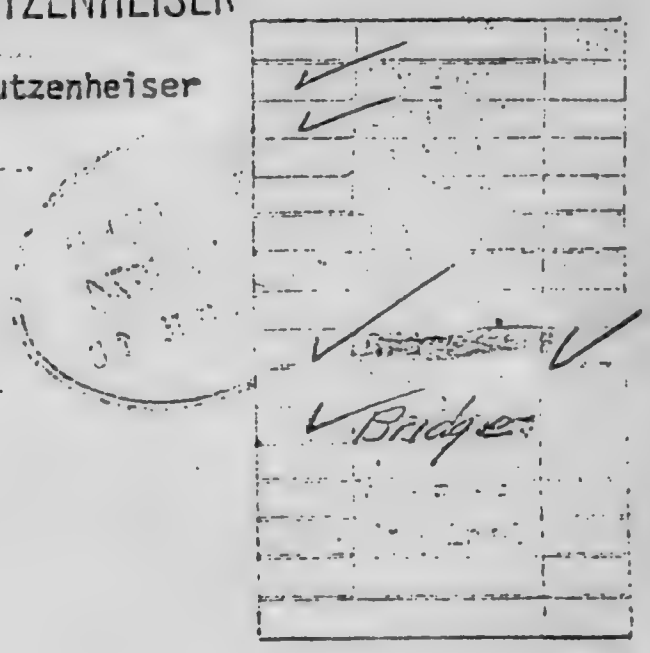
This is to supplement our memorandum of April 26, in which our concurrence was given to a design with the longest practical fill section on Government Island.

We have reviewed in some detail background information and negotiations documented by your submissions of April 22, April 24, and April 25, and agree with actions taken by your offices. As we understand the situation, agreements were reached on the basis of minimal environmental damage, including aesthetic values, and an understanding that suits regarding construction of I-205 in the Columbia River would be dropped.

Our memorandum of April 26, stands so long as these agreements with environmental groups hold. Should conditions in this regard change, we would expect that the issue of embankment length would be restudied to provide a better engineering solution which was expressed in our memorandum of April 12, 1974. We suggest that the State should be so advised.

D. W. LOUTZENHEISER

D. W. Loutzenheiser



OPTIONAL FORM NO. 10 (REV. 1-70)
GSA FPMR (41 CFR) 101-11.6
5010-112

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. L. E. Lybecker
Regional Federal Highway Administrator
10-00 Portland, Oregon

DATE: April 26, 1974

In reply refer to: HNG-33

FROM : D. W. Loutzenheiser, Director, Office of Engineering
By: W. J. Wilkes, Chief, Bridge Division
Washington, D. C. 20590

SUBJECT: Oregon I-205-7(2)303
Columbia River Bridge

This is in reply to your memorandum of April 24, 1974, and the supplementing memorandums of April 22 and April 25 (FTS). Our memorandum of April 12 recommended approval of Alternate 3, the proposed design with the long (3,000 foot) fill section on the island, inasmuch as it entailed a substantially lower cost and is recommended by the consultant, Sverdrup and Parcel.

The additional information since furnished us shows that there are environmental, high-water, boat-use, pending legal and general appearance conditions which make the fill section of Alternate 3 design too long. From the information available here, in Alternate 2 design, the 1,200-foot fill section on the island appears to be questionably short, but we recognize our lack of knowledge on the local details. Approval may be given to a design with the longest practical fill section on the island, as you may find proper for the total conditions.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYR

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: April 25, 1974

In reply refer to: 10-00.11

SUBJECT: I-205 Columbia River Crossing

FROM : Assistant Regional Counsel

TO : Mr. L. E. Lybecker, Regional Administrator

The proposed I-205 Columbia River crossing has been a subject of controversy in the Portland area since the late 1960's. In September 1969 various citizen groups filed suit in U. S. District Court in Oregon to enjoin the Port of Portland's proposal to extend a Portland International Airport runway into the Columbia River on a large fill and the Oregon State Highway Division's proposal to build a portion of the I-205 river crossing on this river fill. See Citizen's Committee for the Columbia River, et al. v. Callaway, Civil No. 69-498, D. Ore. This suit alleged, among other things, that the Corps of Engineers' permit for the river fill was illegal, that various statutes administered by the Interior Department, Federal Aviation Administration, and Coast Guard were violated, and that the Secretary of Transportation's §4(f) approval of the use of Government Island, a State Game Refuge, for the airport expansion and I-205 river crossing was invalid. In the course of this lawsuit, the Port of Portland entered into an agreement with the plaintiffs that it would not place any fill in the river until "the last court of last resort", i.e., the U. S. Supreme Court, had ruled on the case. This agreement delayed the proposed airport expansion for several years as well as that of the I-205 crossing since it was planned to utilize the Port's fill.

Eventually, the District Court dismissed the suit on the ground that the citizen groups lacked standing to bring the suit. Citizen's Committee for the Columbia River v. Resor, ___F.Supp.___ (D. Ore., No. 69-498, 2/16/71)[2 ERC 1683]. The citizen groups appealed to the Ninth Circuit Court of Appeals, and several individual members who lived near the Columbia River in Vancouver, Washington filed a new suit in their own behalf. See Petterson, et al. v. Callaway, Civil No. 71-283, D. Ore. This new suit included the same claims as the citizen group's suit, but added a claim that the Corps of Engineers and Secretary of Transportation were acting in violation of the newly enacted National Environmental Policy Act.

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All of the government attorneys involved in the suit, including counsel for the Port of Portland, Department of Justice attorneys, Department of Transportation attorneys, and myself, concluded that in view of the status of the projects at the time NEPA was passed, an environmental impact statement was required and that in view of the recent Supreme Court's decision in Citizen's to Preserve Overton Park v. Volpe, 401 U.S. 402 (1971), the Secretary's 4(f) approvals for the airport and bridge would be ruled invalid if litigated. Government attorneys therefore recommended that their clients prepare an environmental impact statement and include a new 4(f) section so that the Secretary could grant a new 4(f) approval. The Port, FHWA officials, and Oregon State Highway Division officials all agreed. Affidavits advising the court of this decision were filed with the District Court. Shortly thereafter, the court ruled that the Corps' permit was valid, the statutes administered by the Interior Department and FAA were not violated, and that it was not necessary to rule on the NEPA and 4(f) claims since the defendants had advised the court that they were in the process of complying with these statutory requirements. The District Court therefore dismissed the suit, Petterson, et al. v. Resor, 354 F.Supp. 49 (D. Ore., 1972) [4 ERC 2031], and the plaintiffs appealed to the Ninth Circuit Court of Appeals. We were quite pleased with the District Court's decision as there was a distinct possibility that notwithstanding our assurances concerning compliance with NEPA and 4(f), the court would rule against us and issue an injunction.

Shortly before the case was submitted to the District Court for decision, the plaintiffs filed a lengthy pre-trial memorandum in which they stated that they were not opposed to the I-205 river crossing per se, but only because it was going to be built on the large fill in the Columbia River to which they were diametrically opposed. In view of the widely recognized need for the second Columbia River crossing and obvious delays that would be involved before the "last court of last resort" ruled on this controversy (a pre-condition to placing fill in the river per the agreement between the Port and plaintiffs) and the bridge could be built, the Division and I met with State Highway officials to canvass the possibility of building the crossing entirely on structure and getting the plaintiffs to voluntarily withdraw their claims against the bridge in accordance with their representation to the court that they were not opposed to the bridge per se, but only to the fact that it was going to be built on fill in the river. At that time (early 1972) the State was unwilling to pursue the all-structure option. The State appeared to be unwilling for various reasons, including a reluctance to withdraw from their prior arrangements with the Port and leave

- more -

the Port standing alone against the plaintiffs, the additional cost for the all-structure option (at that time an estimated $24 million), and the lack of assurances that the plaintiffs would withdraw their claims against the bridge. In view of later events, one can question the State's decision not to take this opportunity to try to get out of the lawsuit and accelerate the steps necessary to proceed with the building of the bridge.

The later events were the Port of Portland's sudden decision of July 11, 1973 to abandon their plans to expand the north runway into the Columbia River which left the I-205 river crossing literally and figuratively standing high and dry.

In view of the Port's decision, the State Highway Division decided to completely reconsider the design of the I-205 river crossing. The State commissioned Sverdrup & Parcel to conduct engineering and hydraulic studies concerning alternate river crossings, and as I understand it, the consultant submitted his findings concerning three alternative crossings in rough draft in December 1973. These alternatives included: (1) an all-structure crossing; (2) a crossing including a 1,200-foot fill on Government Island; and (3) a crossing including a 3,000 foot fill on Government Island and in the Columbia River. As I understand it, the State requested Howard, Needles, Tammen & Bergendoff, the consultant it had commissioned to prepare the environmental impact statement, to comment on the three alternatives. It was Howard-Needles' opinion that only the all-structure option would meet the §4(f) requirement that there be all possible planning to minimize harm to the Government Island Game Refuge (copy attached). The State subsequently advised our Division office that they preferred the all-structure alternative and requested the Division's informal concurrence so that they could proceed with the preparation of the final EIS on this basis and take whatever other actions were necessary. The Division sought the Region's advice, and a meeting of Regional and Division office personnel was held in early January 1973. At this meeting, Division personnel indicated that both the State and Division had rejected the 3,000-foot fill alternative, and the only decision remaining was whether to select the all-structure or 1,200-foot fill alternative. After considerable debate and exchange of ideas, you chose a modified short fill alternative. This was to consist of approximately 1,100 feet of fill on Government Island with proper landscaping and passage for wildlife and humans around the fill on both sides of the island. You requested that before we notified the

State of our position we meet with Interior Department representatives, present them with the two alternatives, and get their informal comments. This was considered advisable since they would be normally commenting on the 4(f) statement, and adverse comments from them could substantially affect the Secretary of Transportation's decision whether or not to give 4(f) approval. You also requested that we meet with the plaintiffs in the Petterson suit, then on appeal to the Ninth Circuit, to apprise them of the two alternatives presently under consideration, solicit their views and comments, and see whether they might be interested in dismissing the bridge from the suit on appeal since neither of the two remaining alternatives involved fill in the river. The plaintiffs had previously repeated in a brief filed with the Ninth Circuit their position that they were not opposed to the bridge per se, but only to the fact that it was planned to be built on a fill in the river.

State, Division and Regional office personnel met separately with Interior representatives and several of the plaintiffs in late January 1974. The Interior Department representatives preferred the all-structure alternative from the point of view of minimizing harm to the island, but I did not consider their reasons for objecting to the 1,100-foot fill alternative very strong or supportable. The plaintiffs indicated that they had no objection to either the all-structure or 1,100-foot fill alternatives, but repeated their position that they would fight any alternative involving fill in the river. I notified the Appellate Section, Department of Justice, of the plaintifts' position concerning the two remaining alternatives, and requested that Justice contact the plaintiffs' attorney, who was not present at our meeting, and make the necessary arrangements to have the claims relating to the I-205 river crossing dismissed from the pending appeal (copy attached). I was subsequently contacted by plaintiffs' attorney, Marvin Durning, who indicated that the individuals we met with were only speaking for themselves and not the other plaintiffs in the lawsuit, and that they would not be willing to dismiss the bridge from the appeal. This change of heart by the plaintiffs was apparently due to the fact that Mr. Durning was asking for $300,000 to $1.4 million in costs and attorney's fees from the Port and United States, and that dismissing the bridge from the appeal would weaken his chances for getting his attorney's fees.

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At about this same time the Region notified the Division, and the Division the State, that it was our judgment that the State should proceed on the basis of a 1,100-foot embankment on Government Island (copies attached).

The hearing on plaintiffs' appeal to the Ninth Circuit was scheduled for March 14, 1974 in San Francisco. I had numerous telephone conversations with the Justice Department attorney handling the appeal, Larry Gutteridge, concerning the case, especially the possibility of arguing that the portion of the suit concerning the bridge should be dismissed since it was no longer planned to be built on a fill in the river. Mr. Gutterridge requested that we provide him with an affidavit describing the two remaining alternatives and indicating that there would be no fill in the river. Since Division Engineer Glen Green was on sick leave, I worked with Acting Division Engineer Vern Cusack in preparing such an affidavit which was sent to the Department of Justice (copy attached) and filed with the court. During oral argument, Mr. Gutterridge argued that the suit against the bridge should be dismissed since it was not going to be built on a fill in the river which the plaintiffs were objecting to. This argument was apparently convincing, since the Ninth Circuit denied the plaintiffs' appeal concerning the bridge on these grounds on March 26, 1974 (copy attached). It should be noted that this is the only favorable decision to come out of the Ninth Circuit on a highway suit in over three years and that we and Region 9 have had many losers during this time, such as I-90 in Washington and I-105 in Los Angeles.

The State subsequently met with its consultant preparing the final EIS, informed him that it had selected the 1,100-foot fill alternative, and to prepare the final EIS accordingly.

At this time I think that everyone involved with I-205 in the State, Division and Region felt that we were over the hill and that after five years of controversy the I-205 river crossing was on its way and would be a reality in the near future.

But then, to coin a phrase used by State Highway Engineer Fred Klaboe with respect to an earlier controversy involving the location of I-205 in Portland and Lake Oswego, "up jumped the devil". In this instance the devil was an April 12, 1974 memorandum from Mr. W. J. Wilkes, Chief, Bridge Division, concurring in Sverdrup & Parcel's recommendation to adopt the 3,000-foot fill alternative.

- more -

To say the least, the Washington office recommendation was a little late in the ball game. As previously mentioned, this alternative was discarded by the State, Division and Region in early January 1974, and various groups and individuals, including the U. S. Court of Appeals for the Ninth Circuit so advised. If we were to change our mind at this point, we would have to notify all of these groups and individuals, including the Ninth Circuit, Interior Department, plaintiffs, and consultant for the EIS, so that they could take whatever actions they deem necessary. As to the Ninth Circuit reaction, I can only speculate, but I would estimate that they would not be very pleased. It is quite likely that they would withdraw their prior opinion denying the plaintiffs' claim for mootness, and would issue a new opinion ruling on the merits of the claims. This could result in a ruling that the Secretary's 4(f) approval for the I-205 bridge was improper, the design approval given on January 21, 1971 without an environmental impact statement invalid, and an injunction against any further approvals for the I-205 bridge until an adequate environmental impact/4(f) statement was prepared and the proper approvals given by the Secretary of Transportation. While it is true that we are presently preparing a new EIS/4(f) statement for submission to the Secretary, such a ruling would require us to also get the court's approval of the EIS/4(f) statement before it would lift the injunction. The plaintiffs would naturally contest the adequacy of the statement and legality of the Secretary's approval, and the court would carefully review the statement and approvals. It is not possible to predict what ruling the court would make on the adequacy of the EIS/4(f) statement, but it is quite clear that there would be substantial risks and delays. A clear example of such risks and delays is the litigation history of I-90 in Seattle, North Bend, and Snoqualmie Pass. In those instances, U. S. District Court Judge Beeks carefully reviewed the EIS/4(f) statements in question, found them inadequate and enjoined further activity in Seattle and North Bend. See Lathan v. Volpe, 350 F.Supp. 262 (W.D. Wash., 1972), Brooks v. Volpe, 350 F.Supp. 287 (W.D. Wash., 1972), and Daly v. Volpe, 350 F.Supp. 252 (W.D. Wash., 1972). The Ninth Circuit enjoined the on-going construction project near Snoqualmie Pass when Judge Beeks declined to do so. See Brooks v. Volpe, ____F.2d____ (9th Cir., No. 72-2543, 10/3/72).

Besides being late, the Washington office recommendation was based solely on the information contained in the consultant's report concerning the engineering feasibility and hydraulics of the three alternative river crossings. However, the I-205 river crossing is not simply a question of engineering feasibility and hydraulics. It involved consideration of the social and environmental impacts of the alternatives including whether there were feasible and prudent alternatives to using Government Island, and if not, whether there had been all possible planning to minimize harm. See §4(f) of DOT Act and Supreme Court interpretation of §4(f) in Citizens to Preserve Overton Park v. Volpe, supra. It involved consideration of the impact of the decision on the lawsuit then pending before the Ninth Circuit, especially the likelihood of further delays and the cost of such delays. It involved consideration of whether the Corps of Engineers, which was a reluctant party to the pending litigation, would grant the necessary dredge and fill permits. It involved consideration of what position the Interior Department would take in commenting on the EIS/4(f) statement, and what effect this might have on the Secretary of Transportation. It involved consideration of what might occur if the project were further delayed, such as Multnomah County's withdrawal from the throughway agreement required by State law, other individuals or groups filing suit against I-205, and any number of other unknown possibilities. None of these factors were considered by Sverdrup & Parcel or discussed in their report which was the only material available to the Washington Office Bridge Division at the time they made their recommendation. Under those circumstances, I do not believe that the Washington Office Bridge Division was in the position to recommend which of the alternative crossings should be selected. Rather, the only people who had the requisite information necessary to make such a decision were the State, Division and Region. I feel that the Washington Office Bridge Division should defer to the judgment of the State, Division and Region, unless the selected design is engineeringly unfeasible or unsafe. In view of the complexity of the decision and the numerous non-engineering factors which had to be considered in making the decision, I believe that this is the type of decision which must be made by the Division Engineer and Regional Administrator.

James F. Zotter

Attachments

cc: M. Eldon Green
Glen L. Green
Roy Tokerud
Gene Fiala

S.W. Morrison Street
Oregon 97204

April 24, 1974

10-00.7

Oregon Project I-205-7(2)303
Columbia River Bridge
Southerly Extension

Regional Administrator

Mr. D. W. Loutzenheiser, Directo
HHG-30 Office of Engineering
Washington, D. C.

With reference to Mr. Wilkes' memorandum of April 12, 1974 and my telephone discussion with Mr. Nettleton, April 23 the following information is furnished to support our previous recommendation to the State that Alternate 2 (short embankment) be selected.

About January 1, 1974 the State informally proposed to FHWA that the all bridge option should be selected since it was least objectionable from an environmental standpoint. The State feared that either of the Alternates with embankment would result in lengthy delays which could very well increase the overall cost beyond that of the all bridge option. The State based their opinion in part on an Evaluation Report by Howard Needles who are preparing the EIS on I-205 including the bridge. A copy of the HNTB evaluation was furnished your office as an attachment to Mr. Tokerud's February 15, 1974 memorandum to you. Another attachment to that memorandum was a legal opinion dated December 17, 1973 concerning the 4(f) status of Government Island. HNTB evaluation consisted of a comparison between Alternate 1, all bridge; and Alternate 2, bridge with short (1,200 ft.) embankment. Even with the short embankment they concluded that the all bridge alternate was preferable as it was the "least harm" option considering the 4(f) land.

In view of the substantial savings that could be obtained by using embankment instead of bridge for a portion over Government Island our office decided we would hold a series of meetings with environmentalists and others who had expressed concern or opposition to the proposed crossing. During the past few months we had several meetings with representatives from the State, Interior Department, Citizens' Committee, State Fish and Game and others. Although there was general consensus at these meetings that the all bridge option was preferable from the environmental standpoint there was not any serious objection to an embankment providing it be kept out of the river and providing it would permit the passage of game at both ends of the embankment. From a study of aerial maps and profiles at various water stages it was obvious that Alternate 3 was objectionable since in effect it would be constructing a fill in the river and would permit passage of game around one end only at low water stage.

-more-

Following receipt of Mr. Wilkes' memorandum representatives from both States and FHWA made an inspection trip to Government Island on April 18 at which time the water stage was at Elevation 13 (highwater in the Columbia River occurs during the spring and early summer). The sand bar shown in the south channel was under water and the sand spit extension of Government Island in the north channel was only barely visibile above water. The channel indicated at Station 80 on the consultant's report is officially designated and posted as a high water moorage area.

The Bauer hydraulic report stated that all three alternatives can be constructed in an acceptable manner from a hydraulic standpoint although on page VI-6 it cites noticeable increase in scour on the Washington shore and recommends some type of control structure if Alternate 3 is elected. The consensus of the inspecting party on April 18 was that a 50 to 60 ft. high fill projecting out some 600 ft. to the south and 200 ft. to the north from Government Island proper could very well have some detrimental hydraulic effect at this crossing. Many trees on both banks of the island have recently toppled or are on the verge of toppling into the river, indicating that the island is shrinking. In discussing the placement of embankment across Government Island with Coast Guard officials in Seattle they expressed concern that river islands have a history of shifting and changing and that possibly the time would come when the embankment only would remain. It is our further opinion that the Corps of Engineers would not grant a permit for the maximum embankment recommended by the consultant.

The legal problems involved if we attempt to go with Alternate 3 are very significant. Attached hereto is an April 22, 1974 memorandum from Assistant Regional Counsel, Zotter to Division Engineer, Green. Mr. Zotter is preparing a separate memorandum to me discussing legal and environmental aspects involved, a copy of which will be furnished you within the next day or two.

The State is extremely anxious to get this matter resolved so the EIS can be completed and navigation permit application resubmitted to the Coast Guard. Your prompt review of this matter is requested. We strongly recommend that Alternate 2 be approved.

L. E. Lybecker

Attachment

cc: Oregon Division
Washington Division w/copy of Zotter memo

222 S. W. Morrison St.
Portland, Oregon 97204

April 22, 1974

I-205 River Crossing

10-00.11

Assistant Regional Counsel

Mr. Glen L. Green, Division Engineer
Salem, Oregon

I understand that our Washington Office Bridge Division is raising certain questions concerning the nature of the river crossing for I-205, particularly whether the 3,000-foot fill would be the preferred alternative.

I have labored under the impression that the 3,000-foot fill alternative was rejected by all parties and the only remaining alternatives were the all-structure or the 1,100-foot fill proposals. In fact, we filed an affidavit of Vern Cusack with the Ninth Circuit Court of Appeals stating that we were only considering the all-structure and 1,100-foot fill alternatives.

In view of these representations to the Court, I would like to be advised of any change in plans other than those set forth in Vern Cusack's affidavit so that I could notify the Court accordingly.

I am extremely doubtful that the Washington Office Bridge Division has knowledge of the controversy surrounding the Portland International Airport expansion and I-205 river crossing, including the Patterson litigation and 4(f) status of Government Island. I feel that such information is imperative if they are to make any decisions or offer any meaningful comment.

James F. Zottor

JFZ:ldl
cc: L. E. Lybecker/M. Eldon Green
Roy Tokerud
Hugh Henry

APR 1 2 1974

Oregon Project I-205-7(2)303
Columbia River Bridge
Southerly Extension

EHG-32

Director, Office of Engineering
Washington, D.C. 20590
By: Chief, Bridge Division

Mr. L. E. Lybecker
Regional Federal Highway Administrator
0-00.7 Portland, Oregon

In reply to your memorandum of April 2, 1974, we concur in the recommendation of the consultant as to the adoption of Alternate 3, considering this scheme has minimal hydraulic effects on the crossing.

We cannot conclude from the information presented that the elimination of 1850 feet of a 3000 foot embankment could have an aesthetic value of $11,000,000. Access to Government Island on each side of the bridge is provided on the north side and can be provided for on the south side by slight adjustment in the structure length and/or a berm under the end span.

It would appear that the opportunity for an attractive landscaping scheme for the side slopes of this embankment would far outweigh any aesthetic advantage of structure. Additional consideration of an attractive rest area on the west end of Government Island would appear feasible and would not impair the wildlife features desirous of retention at the east end of the island.

W. J. Wilkes

W. J. Wilkes

SUBJECT RECEIVED

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1974

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge

In reply refer to: 10-41-EC

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

This memorandum will confirm recent conversations with members of your staff in regard to design features of this project crossing the dry land portion of Government Island.

Your office has studied two alternate designs crossing Government Island. From an engineering and hydraulics standpoint either an adequately riprapped earth embankment 1100 feet long providing for adequate wildlife passage or a continuous structure is satisfactory. Your office estimates a structure would cost approximately $6.5 million more than an embankment design.

Conferences with the U. S. Department of Interior representatives and others have revealed no specific or quantifiable benefits other than the above for one alternate over the other. The Citizens Committee to Save the Columbia River, through its spokesman Dr. Carl Petterson, indicated that their previous objections to the I-205 river crossing were based on the possibility that the facility would be built on a fill in the river and in the absence of such a river fill they were not opposed to the project and in fact favored its construction.

In view of the above findings it is our judgment that you should proceed on the basis of an embankment crossing Government Island.

NOTED
E. S. HUNTER
Walk Want - proceed as outlined
Mary Dolan

Vernon V. Cusack

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 13 '74
REFER TO
FOR
Info | Init's | P/D | D/R | F | - | -

1974.

8526

15

January 21, 1975

Port of Portland

Box 3529 Portland, Oregon 97208
503/233-833
TWX: 910-464-6151

Mr. Glenn Jackson, Chairman
Oregon State Department of Transportation
State Highway Building
Salem, Oregon

Dear Glenn:

This letter is in response to your request for a modification of the Port's position on the development of Government Island.

From the information I have available the Port staff has concluded that we have no objection to changing the structure to fill.

We are quite obviously concerned about providing access at the north and south ends of the fill to permit the passage of game, vehicles and pedistrians. In the long run it may be desirable to provide access to and from the Island. We would like an opportunity to review your plans for the fill in order to be responsive to that potential.

Sincerely,

Lloyd Anderson
Executive Director

NOTED
F. B. KLAR[illegible]

[illegible]
[illegible]

8526

BIG GAME ON GOVERNMENT ISLAND

DIRECTOR'S FILE 1-205

I

1-17-75

Game abundance is seldom measured in specific numbers as there is no practical way to obtain a complete count. Instead the long range trends based on sampling techniques indicate either an increase or decrease in the basic herd.

When the Game Commission sold the area to POP they estimated the deer population to be from 30 to 50 individuals both sexes and all age classes. This would translate to one animal to each 50 acres. Based on North Willamette area trend data there would probably be from 7 to 10 legal bucks in the island group.

In the opinion of the Chief of Game Division Ore Wildlife Commission one of the reasons they abandoned Government Island as a management area was the relatively low production of game species.

SJC:cb

1/17/75

Info given to Mr. Jackson Tom (from Stu Cooper).

RECEIVED
STATE HWY ENGR
JAN 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

January 16, 1975

Mr. Lloyd Anderson
Executive Director
Port of Portland
Post Office Box 3529
Portland, Oregon 97208

Hand delivered by Mr. Baldwin

Dear Lloyd:

On March 8, 1974, Mr. Westerdahl advised us by letter that the "Port policy calls for retaining Government Island in its natural state and to provide continued recreational use by the public. We believe that the elevated structure would provide the greatest degree of compatibility with that concept."

As you know, we have had Bauer Engineering Inc., analyze the effect of a short fill across a portion of Government Island as shown in the enclosed sketch. They advised that the effects of the fill or stream flow is negligible, being in the order of .02 foot for a 100-year flood.

We have redesigned the fill to be about 1,050 feet long and provided for passage of pedestrians, vehicles or game around both ends. At the north end we provide about 200 feet of passageway and, at the south end, about 50 feet.

NOTED
F. B. KLABOE

In addition, the fill now has a maximum height of only about 30 feet and a minimum height of about 20 feet.

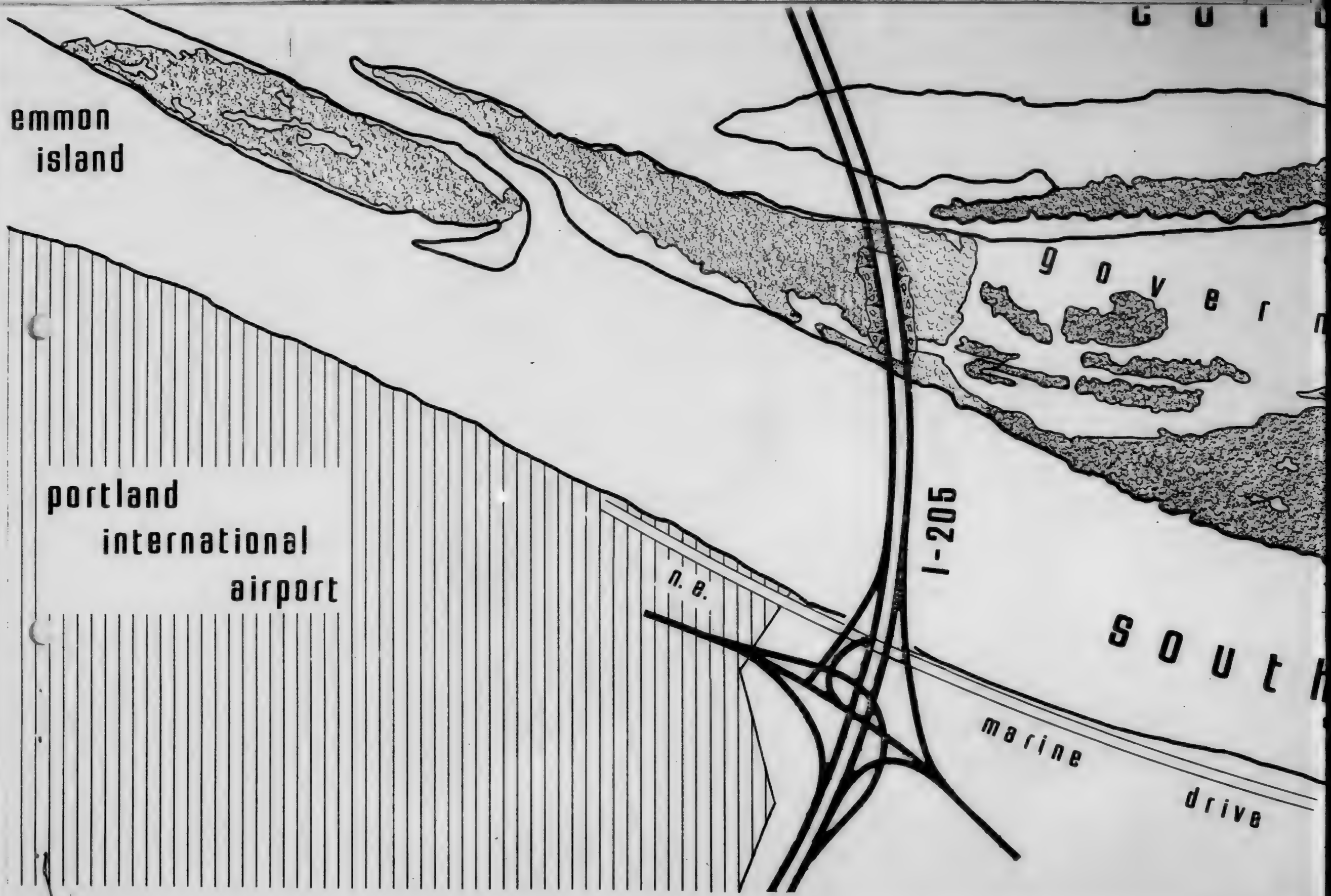
The reduction of fill height and the effects of inflation have resulted in a cost of about $10,000,000 less than the cost of a structure.

It is our opinion, shared most emphatically by the Federal Highway Administration, that the benefits of a structure over a fill cannot justify the additional cost and, based on this new design, request that you reconsider your recommendation.

Very truly yours,

George M. Baldwin
Director

Enclosure
bc: F. B. Klaboe
Mel Westerdahl
FBK:srb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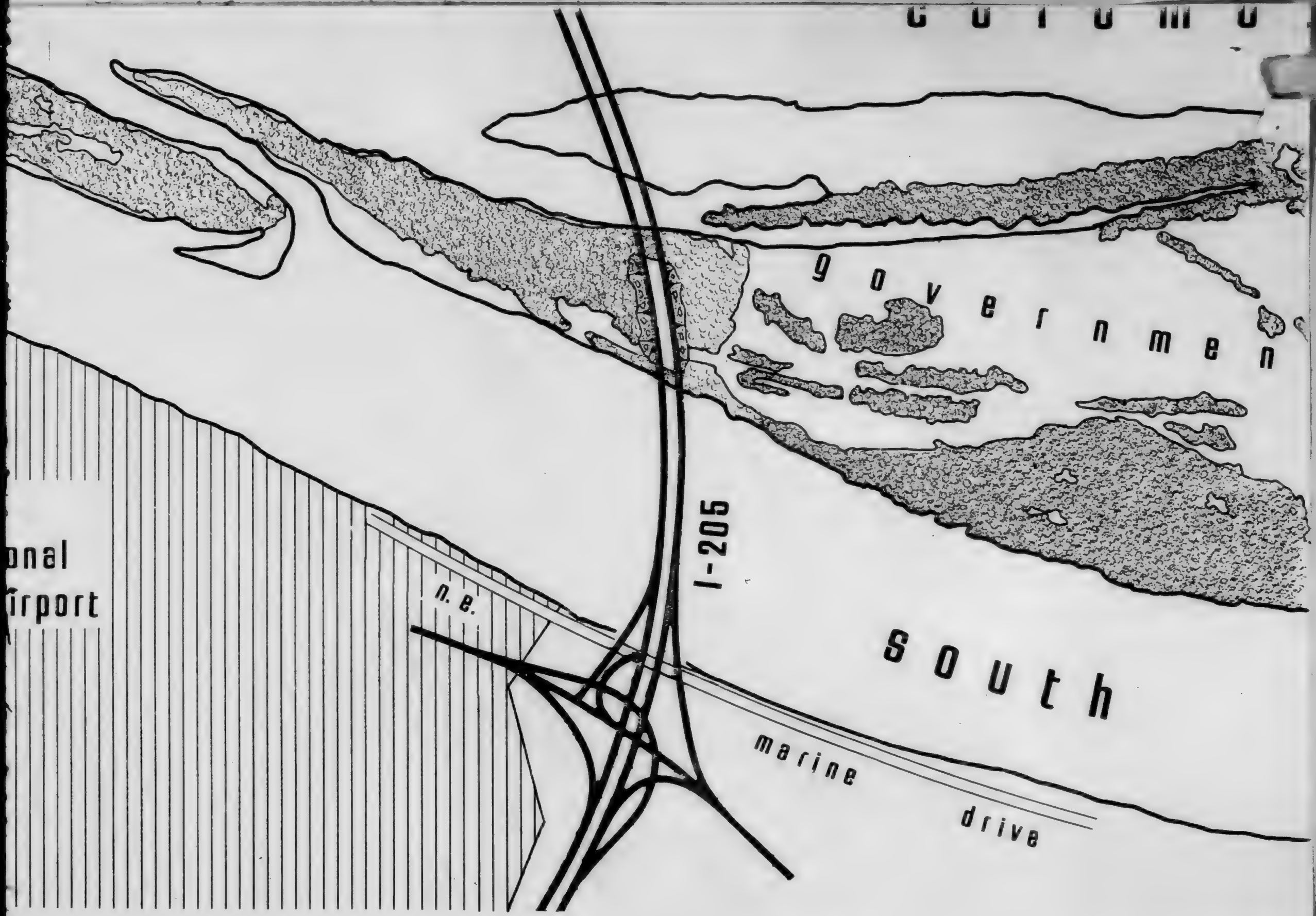
international
airport
n. e.
I-205
marine
drive


columbia
government
onal
irport
n. e.
I-205
south
marine
drive

March 8, 1974

K. B. Limbocker
Metro Design Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Port of Portland
[illegible] Portland, Oregon 97208
503/231-3231
TWX [illegible]

C-1-4

PORTLAND INTERNATIONAL AIRPORT - GOVERNMENT ISLAND
CONSTRUCTION ALTERNATIVES - I-205

As you requested in your letter of February 28, following is our understanding of the two alternatives for the construction of the I-205 freeway across Government Island:

1. A column-supported structure approximately 200 feet in width crossing the one-quarter mile width at an elevation of about 50 feet above the existing ground level.

2. A 50-foot high dredged sand fill with a top width of 200 feet and a width at the existing ground level of 500 feet (approximately 3:1 slope to be "landscaped").

These alternatives have been analyzed primarily with respect to their impact on the current land use which is basically recreational and on native vegetation and wildlife. Based on that analysis, it appears the structure alternate would require the minimum right-of-way width, would result in the least disturbance to the island environment and would create the least disruption of current recreational access and usage of the entire island area.

Current Port policy calls for retaining Government Island in its natural state and to provide continued recreational use by the public. We believe that the elevated structure would provide the greatest degree of compatibility with that concept.

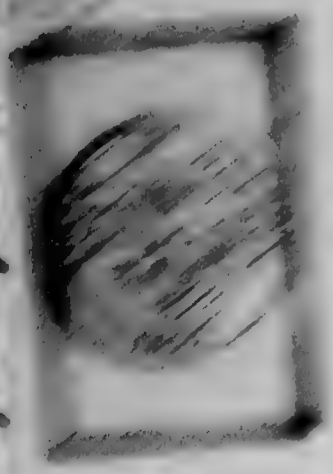
Thank you for this opportunity to comment on these proposals. Please feel free to call if we can be of further assistance in this matter.

Ed Westerdahl II

3-14-74
Copy to Glen Green

Edward G. Westerdahl II
Executive Director

RECEIVED
MAR 13 1974
Office of
Assistant State Highway Engineer



I hope this provides the information you desire. If you have further questions, please do not hesitate to call me.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
J. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

cc: R. B. Hunter
Hoffman w/encl.
Carroll

8526

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

NOTED
E. S. HUNTER

RECEIVED
JAN 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

National Marine Fisheries Service
U. S. Department of Commerce
811 NE Oregon Street (PO Box 4332)
Portland, Oregon 97208

Attention Mr. Jim Shelton
Biologist
Water Resource Investigations

Gentlemen:

Columbia River (I-205) Bridge
Bridge No. 9555
Foundation Investigation

In accord with our discussion of January 14, 1974, regarding excavation and precast piers for the subject structure, I enclose a copy of the summary sheets of the foundation exploration drilling. One sheet shows the portion of the structure from the Washington shore to Government Island and the other shows the portion from Government Island to the Oregon shore.

I have contacted our design consultant regarding pier construction on Government Island. It is his opinion that conventional land construction methods would be used in this area. Relative to excavation two alternates appear to be open: (1) Glory hole excavation where an open unshored hole is excavated and (2) cofferdam excavation where a cofferdam is installed and excavation is done inside the cofferdam. The glory hole method is usually more economical and would be considered here unless technical difficulties are encountered.

I hope this provides the information you desire. If you have further questions, please do not hesitate to call me.

Very truly yours,

RWE/ag
Encls.
cc E. S. Hunter
R. N. Bothman w/encl.
R. L. Carroll

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

NOTED
E. S. HUNTER

Fish Commission of Oregon
307 State Office Building
Portland, OR 97201

RECEIVED
JAN 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention Mr. Burton E. Carnegie
Fish Passage Specialist

Gentlemen:

Columbia River (I-205) Bridge
Bridge No. 9555
Foundation Investigation

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Very truly yours,

RWE/ag
Encls.
cc E. S. Hunter
R. N. Bothman w/encl.
R. L. Carroll

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

January 15, 1974

Bureau of Sport Fisheries and Wildlife
U. S. Department of Interior
919 NE 19th
Portland, Oregon 97232

RECEIVED
JAN 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention Mr. Ronald O. Weaver
Fishery Biologist

Gentlemen:

Columbia River (I-205) Bridge
Bridge No. 9555
Foundation Investigation

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Very truly yours,

RWE/ag
Encls.
cc E. S. Hunter
R. N. Bothman w/encl.
R. L. Carroll

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

NOTED
E. S. HUNTER

Oregon State Game Commission
1634 S. W. Alder Street (P. O. Box 3503)
Portland, OR 97208

RECEIVED
JAN 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention Mr. Jim Lauman
Fisheries Biologist
Environmental Section

Gentlemen:

Columbia River (I-205) Bridge
Bridge No. 9555
Foundation Investigation

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Very truly yours,

RWE/ag
Encls.
cc E. S. Hunter
R. N. Bothman w/encl.
R. L. Carroll

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
E. S. HUNTER

January 15, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Department of Environmental Quality
1234 SW Morrison Street
Portland, OR 97205

RECEIVED
JAN 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention Mr. Glen D. Carter
Water Quality Analyst

Gentlemen:

Columbia River (I-205) Bridge
Bridge No. 9555
Foundation Investigation

In accord with our discussion of January 14, 1974, regarding excavation and precast piers for the subject structure, I enclose a copy of the summary sheets of the foundation exploration drilling. One sheet shows the portion of the structure from the Washington shore to Government Island and the other shows the portion from Government Island to the Oregon shore.

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Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
cc E. S. Hunter
R. N. Bothman w/encl.
R. L. Carroll

8526

FORM 81.734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 19, 1974
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Robert N. Bothman
Metropolitan Engineer

SUBJECT:

Columbia River (I-205) Bridge
Bridge 9555
Revised Profile

NOTED
E. S. HUNTER

To establish the limits of the embankment on Government Island for the subject structure, it will be necessary to run three line profiles (℄ and 150' left and right) across the island and also locate the vegetation line on both the north and south shores of the island.

PMO/ag

cc E. S. Hunter

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8526

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR
F. B. Klaboe
Administrator of Highways

March 4, 1974

Howard, Needles, Tammen & Bergendoff
Consulting Engineers
1326 Fifth Ave.
Seattle, Washington 98101

Attn: Doug Myhre

Dear Mr. Myhre:

I am forwarding the enclosed FHWA memo on the assumption that the information will be of use in making a final analysis of impact on the Government Island section of I-205.

It is the opinion of this office that the crossing on a fill is the preferred method for FHWA approval. This was determined by a recent conversation with Ed Hunter, Assistant Highway Engineer.

I am also enclosing a copy of the Bauer Engineering Co. report of hydraulic studies on the Columbia River I-205 Bridge.

Very truly yours,

ENVIRONMENTAL SECTION

Stu Couper
Project Manager

NOTED
R. L. SCHROEDER

SC:sz
Enclosures
cc: E. S. Hunter
R. L. Schroeder
R. N. Bothman

RECEIVED
MAR 4 1974
Office of
Assistant State Highway Engineer

8521

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1974

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge

In reply refer to: 10-41-EC

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
A. E. [illegible]

This memorandum will confirm recent conversations with members of your staff in regard to design features of this project crossing the dry land portion of Government Island.

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In view of the above findings it is our judgment that you should proceed on the basis of an embankment crossing Government Island.

NOTED
E. S. HUNTER 2-21-74
Walt Hunt - proceed as outlined

Vernon V. Cusack

2-21-74 Gary Potter,
original to Walt Hunt
Copy to Gary Potter

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 13 '74
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | [illegible] | [illegible]

8526

3010 1-5

HOWARD NEEDLES TAMMEN & BERGENDOFF

February 11, 1974

Mr. R.L. Schroeder
Asst. Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: Final I-205 EIS

Dear Mr. Schroeder:

The added work required to revise our final EIS for I-205 if the recommended plan is changed from all bridge to two bridges with a fill of approximately 1,050 feet across Government Island is as follows:

1. Analysis and text revisions to cover details of the earth fill across Government Island, construction procedures, settlement ponds, landscaping and slopes, and animal control features.

2. Numerous changes throughout the text to revise the project description references.

3. Impact section revisions regarding changes in the aesthetics, wildlife, hydraulics, 4(f) Statement and etc.

The above changes will require approximately 200 man hours to expand our studies and revise the Final EIS. This estimate assumes that the Bauer Report and the Bridge Consultant Studies will not have to be revised to change the length of fill from the 1200 feet which was initially discussed.

We estimate that with an early decision on whether or not the recommended plan will be the two bridges with the 1,050 foot fill, that we can complete the work and print the report by mid-March 1974.

In conclusion, we wish to again express our concern that the bridge-fill-bridge alternate will be hard to legally support as the "least harm" solution for use of 4(f) lands. For your information I am attaching copies of two interoffice memoranda which we had prepared on this subject.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

E.B. Johnson
Partner

Copy to G. Potter for info 2-15-74

RECEIVED
FEB 13 1974
Office of
Assistant ... Highway Engineer

Engineers and Planners

1326 5th Avenue, Seattle, Washington 98101, 206 623-4680

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins
Associates Rex M. Whitton, Daniel J. Appel, Daniel J. Spigai, William C. Meredith, Orrin Riley, Francis X. Hall, Robert W. Richards
Offices Alexandria, Va., Atlanta, Baton Rouge, Boston, Buffalo, Charleston, W. Va., Chicago, Cleveland, Dallas, Fairfield, N. J., Kansas City, Miami, Milwaukee, Minneapolis, Newark, Del., New York, Orlando, Overland Park, Kan., Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

3010-11-01

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

Interoffice Correspondence

To File 3010-11-01 Date December 28, 1973

From D.C. Myhre DCM

Subject Report from E.B. Johnson on Meeting with Bob Schroeder in Salem on December 27, 1973

Access to Government Island

Schroeder wants no mention of possible access to Government Island from I-205 in the Final EIS. He sees too many potential problems that could arise - impacts with access, controversy over type of access, etc.

4(f) Situation

The FHWA is pretty well in agreement that Government Island is still a 4(f) land. It is fairly certain that the full structure plan will remain as the recommended plan. Data on method of pier construction is available and should be included in the Final EIS. Stress the flexibility for future land use on Government Island with the all structure plan - Schroeder feels this is quite important.

Form R73-17-884

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

Interoffice Correspondence

3010-11-01

To File

Date December 17, 1973

From D. C. Myhre DCM

Subject Government Island 4(f) Status

A 4(f) determination by the DOT has been made for both the Airport and I-205 (DOT memo to J.A. Volpe from F. C. Turner, January 7, 1970 and memo to the Secretary from General Counsel, TGC-1 James A. Washington, Jr., February 13, 1970). A 4(f) determination is not made unless the land in question is considered to be 4(f) land. There has been no change in ownership of Government Island since the Draft Statement and the only usage change is the present plan by POP not to use it for airport expansion. The Draft Statement covers the 4(f) status etc. which would make a change to no 4(f) requirement difficult for the public to understand. The question was raised in early discussions as to the requirement for the Sec. of Transportation to reafirm his 4(f) determination. With I-205 crossing the island alone a new determination will very likely be required (comment by Jim Zotter).

Phone call with Robert Rutledge, Regional Consul FHWA; Dec. 14, 1973:

Mr. Rutledge felt that P.O.P. was probably Quasi Public (he wasn't too sure) which would make the land 4(f) - most likely. If there were court litigation there would be a strong case against the State and FHWA if the minimum harm solution were not selected.

Court case; Petterson vs. Dept of Interior Int., FHWA and State contended that sale to Port was not properly approved by Interior.

Phone call with Zirzow (HNTB Alexandria)

4(f) determination must include , (1) that there is no reasonable and prudent alternative to use of 4(f) and (2) that program will minimize harm to 4(f) land. In a court case in Overland Park, Kansas the ruling supported the 4(f) determination for using park land but required a design change to a tunnel to minimize the harm to 4(f) land. Zirzow felt that Interior may have owned Government Island prior to OSGC purchase in 1949 and that the legal contention was that OSGC could only sell the land back to the Department of Interior. It is Zirzow's opinion that the bridge should be the recommended plan for minimum harm and to avoid as best as possible future legal problems.

Phone conversation with Jim Zotter, FHWA legal consul. December 14, 1973

The reason the Department of Interior was named in the Petterson case in that Interior funds were used by OSGC for the purchase of Government Island. The contention was that the sale to the Port was not proper as the Interior funds were for game management areas. Since there was a provision made to replace the game management land the court ruled against Pederson on this issue. The case has not been dropped as Pedersen wants a decision in case the Port comes back with the fill plan later. Case is pending at this time.

Zotter feels that Government Island is definitly 4(f) land regardless of the present POP ownership. He would also agree that the all structure solution is best. In the Pedersen case the State of Oregon was named because I-205 used the fill which was Pedersen's main objection (in addition to noise). It is Zotter's opinion that if the I-205 cr

Form R73-17-064

Zotter's opinion that if the I-205 crossing were on structure, the Highway Division could be eliminated as a co-defendent in the law suit. Zotter has been pushing for a decision on the I-205 type of crossing so that he can proceed to clear up the legal problems as soon as possible.

DCM/dms

8526

15

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 6, 1974

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Stu Couper
Project Manager
Environmental Section

SUBJECT I-205 Government Island Right-of-Way

At your request I have made a search of General Files and am reasonably certain that no agreement has been drawn to cover the required I-205 right-of-way on Government Island.

This was confirmed by Mr. Ken Webber, Port of Portland, following a thorough search of their files. It was his suggestion that the Highway Division should initiate action in this matter.

The enclosed statement by Frank McKinney was the only specific reference to the problem and is self explanatory.

SC:sz
Enclosure
cc: Gary A. Potter
George Ramjoue'

NOTED
R. L. SCHROEDER

RECEIVED
FEB 6 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Oct. 12, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Port of Portland

Building

RECEIVED
OCT 13
STATE HIGHWAY ENGINEER

You have requested our opinion as to whether or not under ORS 778.085 it is necessary for the Oregon State Highway Commission to obtain a permit from the Port of Portland, prior to constructing the I-205 bridge over the Columbia River.

After a full review of not only ORS 778.085, the remaining statutes governing the Port of Portland, as well as ORS 381.005 to 381.080 which govern the construction by the Highway Department of bridges over the Columbia River to the State of Washington, it is our opinion that no permit is needed from the Port of Portland.

ORS 381.010, which is one of the statutes authorizing the Highway Commission to construct bridges over the Columbia River, provides that the Commission in the name of the state "may make and enter into agreements" with various individuals and governmental agencies. These include the United States, the State of Washington, counties, ports, and any persons or associations, whether in the State of Oregon or in the State of Washington.

The statutes contemplate cooperation between the various agencies of the state, as well as the State of Washington, prior to construction of such a bridge.

The Highway Commission does, therefore, have the authority, where agreements are required, to enter into such

agreements. We are unable, however, to find any provision in either the statutes or Oregon court decisions which require the Commission, prior to constructing such an interstate bridge, to obtain any permits from the Port of Portland or any other port.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: Forrest Cooper
Tom Edwards
Ivan Merchant
G. E. Rohde

RECEIVED
OCT 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8521

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 29, 1974

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

RE: I-205 Crossing, Government Island

A meeting was held January 16 with the Federal Highway Administration and you to discuss I-205 crossing impacts at Government Island. The original proposal calls for bridge construction with piers located at 200-foot intervals across the island. An alternative now being considered would have the freeway crossing the island on an 1,100-foot long, 45-foot high fill. This meeting was to discuss the environmental impacts of the pier construction versus the fill.

The Oregon Wildlife Commission favors pier construction because the fill would destory or greatly reduce the value of about 13 acres of good habitat and would create a serious barrier to animal movements from one portion of the island to another.

We appreciate the opportunity to attend the meeting and make these comments. Please let us know if you have any questions.

Sincerely yours,

William E. Pitney

William E. Pitney, Chief
Environmental Management Section

RECEIVED
JAN 30 1974
Office of
Assistant State Highway Engineer

Copies to:
Potter
Hart
Cusick
1-30-74

cc Fish Commission of Oregon
Bureau of Sport Fisheries & Wildlife, Regional Office
" " " " , PAO-RBS

NOTED
R.L. SCHROEDER

8526

RECEIVED STATE HWY ENGR
JAN 29 '74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Box 300
Salem OR 97308

January 25, 1974

I-205 Environmental Impact/4f Statement
Fill vs. Structure Crossing on Government Island

Original signed by
Lyle P. Renz
Environmental Coordinator

L. P. Renz, Environmental Coordinator

NOTED
E. S. HUNTER
cc Venetos, Bothman
2-5-74

Mr. Vernon V. Cusack, Acting Division Engineer

On January 16 a meeting was held in the conference room of the Region 10 FHWA office. The people shown on the attached list were present. The purpose of the meeting was to discuss alternatives to the Columbia River Structure regarding a crossing of Government Island with the various Interior offices and with the Oregon Wildlife Commission. It was hoped that some inkling of their agencies' position could be gained at this meeting. Bob Pillsbury presented the case. He explained the alternatives which are:

Description of Alternatives

Three alternatives were presented - structure all the way, a 3000' fill across the island into the water on both sides, and a shorter 1100' fill on the island leaving 50' of island on the north side and 200' of island on the south side beyond the end of the fill.

It was pointed out that from an engineering standpoint the long fill would be acceptable, but there was concern that such a barrier would upset the island ecology. A shorter fill was then studied as an alternative, which with the shortened ends seems to address the ecological problems. The short fill concept would save $6 1/2 million over the all structure alternative. Specific engineering details on each alternate were pointed out. Basically, it is necessary to make a decision on whether the cheaper alternative of constructing 1100 feet of fill across the tip of Government Island, with an associated $6 1/2 million savings, is more prudent than a structure crossing alternative. The concerns as expressed at the meeting were:

Bureau of Sports, Fisheries, and Wildlife:

The people from this agency were concerned about whether exotic plants would be used in landscaping of the fill and wondered who would maintain the planting.

(more)

RECEIVED STATE HWY ENGR
FEB 22 '74
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Info
Inves
R/D
D/R
Sign
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File

NOTED
R. L. SCHROEDER

RECEIVED

FHWA and OSHD responded to BSFW and indicated fill would be fenced and landscaping well maintained by the OSHD.

Bureau of Outdoor Recreation said they couldn't say much because responses to (4f) Statements go through their Washington offices. A response from the several Interior agencies has already been sent from the Washington offices. A copy of this response was reviewed and is enclosed with this memorandum. They did say the extended structure alternative as presented in the draft (4f) was the preferred alternative. They also indicated that a fill would be more restrictive to recreational use. It was the personal opinion of Sid Malbon of BOR that for the widest range of future choices a fill should not be considered. BSFW echoed that a structure gives the widest range of future choices.

Federal Highway Administration

It was pointed out that the Federal Highway Administration recognizes that there are environmental impacts and that the fill alternative would give the narrowest range of future choices. However, it is questioned that the environmental damage done by the fill is worth $6 1/2 million.

Interior Department

A summary of their previous comments on the draft EIS was given:

(1) Agreed that no other feasible or prudent location was available.

(2) Preferred the extended bridge scheme

(3) Suggesting mitigating measures.

They then gave their own preference as the structure alternative in spite of the $6 1/2 million savings. They did add, however, that it was not their money but our money that was being obligated.

Oregon Wildlife Commission

Indicated that dredging out of the south channel would have little impact on fisheries. There would be an impact on fisheries if dredging was done in the north channel. They were also concerned about funneling both people and game around the ends of the fill. They did not think there was room for both game to escape and people to use the area around the end of the fill.

(more)

Bureau of Sports, Fisheries, and Wildlife:

Indicated that from both a wildlife and recreation viewpoint they favored the structure alternative.

I summarized these concerns at the meeting and the meeting was ended.

FHWA-State Post-Meeting

After the meeting in the Conference room another meeting was held in Mr. Lybecker's office to discuss what the FHWA position should be. Mr. Bob Schroeder made a presentation to Messrs. Lybecker, Green, and Henry. He indicated that arguments in favor of the more expensive alternative are:

(1) That it is the least harm alternative for the Section (4f) taking involved in this project.

(2) The savings in cost could well be offset in delays to the project if Interior must restudy the Government Island area for the impact of the fill on this island. He added that under present inflation rates the cost of the remaining portion of I-205 goes up $12 1/2 million/year.

(3) It is thought that this structure alternative would be the least controversial and therefore the least likely to involve litigation which would also cause lengthy delays to the entire project from Vancouver, Washington, to Foster Road in Oregon. It was pointed out that work on any of the areas between these limits cannot proceed until this final EIS/(4f) Statement is finalized. The State favors the most expedient means of processing and getting final Section (4f) approval for this project.

Mr. Lybecker said he also was concerned with getting this project underway at the earliest possible date. However, the opportunity for a savings of $6 1/2 million required more than just a passing glance. He asked the State if they could justify with cold hard figures the estimates of inflation expense. They said they could and would present it to him within a week. He said he would make a final decision upon receipt of the State's cost inflation figures.

cc:
OSHD (Schroeder)
OSHD (Walt Hart)

bk

8526

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 22, 1974

TO Memo to the Files

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

RECEIVED
JAN 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Columbia River (I-205) Bridge
Government Island Fill Alternate

On Wednesday, January 16, at 10 a.m., a meeting was convened in the Regional office of the FHWA to assess the consequences of a fill alternate to the extension of the Columbia River (I-205) Bridge. Those in attendance are listed separately.

Mr. Pillsbury opened the discussion by reviewing briefly the history of the project. This section of I-205 was originally planned to be carried on the hydraulic fill section to be constructed as part of the planned Port of Portland airport expansion. The Port of Portland has delayed, at least for the present, any reconstruction of their runways which would require filling into the river. In the interim, since the Port's decision, the Highway Division has had under study several alternates for the extension of the 205 bridge. One of these alternates would call for a structure over the south channel plus approximately a 1,100-foot fill across Government Island. The fill would be approximately 46 feet above the level of the island and approximately 400 feet across the base of the fill. Preliminary assumptions are for 2 1/2:1 slopes with inlaid riprap to elevation ±32 and with a 3-foot ± covering of topsoil. The slopes would be planted to native cover as much as possible. A clear space of 200 feet between the toe of the fill slope and the existing vegetation line at the north bank of the south channel would be provided. A similar 50-foot strip would be provided at the north end of the fill. Natural vegetation would be maintained across these strips to encourage wildlife passage across the highway right of way between the upper and lower sections of the island.

There is an estimated saving of approximately $6.5 million with the use of a fill as opposed to structure over the same length. An expression of anticipated impact on the wildlife and recreational characteristics of the island is needed from the agencies in attendance in order that the total impact of the fill can be evaluated.

NOTED
E. S. HUNTER

The representatives of the Oregon Wildlife Commission were uncertain as to the adequacies of the width of the game passages provided. There was concern with escapement problems during the hunting season. Concentration of recreational activities in the narrow strips at each end of the fill also could be potentially detrimental to wildlife. The fill would not be a barrier to escapement during periods of high water. Their preference was for all-structure across the island as minimizing the effects on wildlife.

The representatives of the Bureau of Sport Fisheries and Wildlife were not prepared to make a positive statement on the effect of the fill. Their first impression was that all-structure left the greatest flexibility for future use of the island.

Mr. Maulbon of the Bureau of Outdoor Recreation said that the Secretary of the Interior had previously indicated that all-structure to the south bank of the existing south channel was preferred. The Bureau of Outdoor Recreation also expressed some concern that the current problem had not been a subject of disucssion in the draft IES.

Mr. Lloyd of FHWA was concerned about the maintenance problems which would be occasioned by heavy planting of the slopes in order to create a condition conducive to wildlife.

The representatives of the Oregon Wildlife Commission and the Bureau of Outdoor Recreation were given prints of the proposed structure extension, an aerial photo of the proposed crossing showing the fill alternate across Government Island, and an artist's rendering of possible planting treatments on the slopes and areas under the structure. These agencies were asked to forward their additional comments to the Oregon State Highway Division.

WJH:dh

cc R. L. Schroeder
E. S. Hunter
R. N. Bothman
Federal Hwy. Adm

I-209 Gov't Island Crossing - 1-16-74

Name	Agency	Address
Irvin C. Lloyd	FHWA	Portland, Ore
Hugh B. Henry	~	~
Bob Schroeder	OSHD	Salem
Don Sundeen	BSFW	Portland
Chuck Tinsley	BSFW	Portland
Bill Hazeltine	BSFW	Portland
Sid Malbon	BOR	Seattle
Ted. Fies	OWC	Portland
Gene Herb	OWC	Portland
Lyle Renz	FHWA	Salem
Bob Fillsbury	"	"
Walter Hunt	OSHD	Salem
Jim Zother	FHWA	Portland
Vernon V. Cusack	FHWA	Salem
Eldon Green	FHWA	Portland
Roy Toteroud	FHWA	"
Don Potter	FHWA	"

8526

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 22, 1974

TO Memo to the Files

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Columbia River (I-205) Bridge

n Wednesday afternoon, January 16, Mr. Schroeder and I from the Oregon State Highway Division, and Mr. Cusack, Mr. Renz, and Mr. Pillsbury of the Division office of the FHWA, met with Mr. Lybecker and Mr. Eldon Green of the FHWA in Mr. Lybecker's office. The subject of discussion was the proposed fill alternate on Government Island as a part of the I-205 bridge extension study.

Mr. Lybecker indicated that they felt there was a lack of documentation of the merits of an all-structure alternate as opposed to structure plus fill on Government Island. They believe that there is a need for a more definitive schedule of the overall I-205 project which integrates the bridge completion with the completion of the remainder of the project. Some indication of the cost advantages due upon completion of I-205 is needed.

The Highway Division indicated that they would furnish a tentative construction schedule for the total 205 job from Foster Road north. An indication of the user savings due to the completion of the 205 bridge would also be furnished together with the increased cost due to inflation occasioned by delays.

WJH:dh

cc R. L. Schroeder
E. S. Hunter
R. N. Bothman
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
JAN 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8526

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 28, 1973

TO Mr. R. L. Schroeder
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Columbia River (I-205) Bridge
Proposed Extension

Sverdrup & Parcel has furnished us the following preliminary estimate on the 1200-foot fill across Government Island versus structure. These are the figures including 20% contingency allowance:

1.	1200-foot embankment	$1,130,000
2.	Structure	$8,800,000

WJH:dh

cc E. S. Hunter

Copy to Herb Gallo FHWA
Ed Johnson HNTB
12-31-73

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

8526

3010-11

HOWARD NEEDLES TAMMEN & BERGENDOFF

December 17, 1973

Mr. R.L. Schroeder
Asst. Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: I-205 EIS
4(f) Determination - Government Island

Dear Bob:

Attached is one copy of a first look at the evaluation of Alternate No. 2 - Bridge-Fill-Bridge for the I-205 project across Government Island. Also attached is one copy of a memo which Doug Myhre wrote to the file regarding some of the background and conversations which he has had on this same subject.

Hope this information will be helpful to you for your meeting with the FHWA this Wednesday.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

EBJ.

E.B. Johnson
Partner

EBJ/ss

Enclosures

NOTED
R. L. SCHROEDER

RECEIVED
DEC 19 1973

Engineers and Planners

1326 5th Avenue, Seattle, Washington 98101, 206 623-4680

Partners H. C. Lamberton, Jr., James F. Finn, Paul L. Heineman, Joseph H. Looper, Robert O. Drange, Bernard H. Rottinghaus, Gerard F. Fox, William M. Wachter, Browning Crow, Charles T. Hennigan, Edgar B. Johnson, Daniel J. Watkins
Associates Rex M. Whitton, Daniel J. Appel, Daniel J. Spigai, William C. Meredith, Orrin Riley, Francis X. Hall, Robert W. Richards
Offices Alexandria, Va., Atlanta, Baton Rouge, Boston, Buffalo, Charleston, W. Va., Chicago, Cleveland, Dallas, Fairfield, N. J., Kansas City, Miami, Milwaukee, Minneapolis, Newark, Del., New York, Orlando, Overland Park, Kan., Philadelphia, Richmond, Seattle, Washington, D.C., Lisbon, Rio de Janeiro

HNTB

HOWARD NEEDLES TAMMEN & BERGENDOFF

EVALUATION
OF
ALTERNATE 2 - BRIDGE-FILL-BRIDGE
For the I-205 Columbia River Crossing

I DESCRIPTION

Alternate 2 is a bridge-fill-bridge option for the I-205 crossing of the Columbia River. The bridge crosses over the Columbia River via Government Island, overcrossing the Lewis and Clark Highway, Evergreen Highway, Burlington Northern Railroad, and Marine Drive. 1,200 feet of the roadway would be supported by fill as it crosses over the western end of Government Island. The roadway would be elevated 40-50 feet above the island by the fill. The toe of the fill would extend to about 125 feet from the edge of the roadway. The cost of the bridge-fill-bridge alternate has been estimated by the OSHD to be about 9 million dollars less than an all bridge crossing of the river. The fill would cover approximately 14 acres, about 85% of which is wooded and 15% low vegetation. The required right-of-way width would be about 600 feet for the fill project as compared to about 230 feet required for the all bridge plan.

II PROBABLE IMPACT ON THE ENVIRONMENT

A. Natural Environment

1. Air Quality and Noise - Impact of the bridge-fill-bridge and the all bridge structure would be essentially the same.

2. Water Quality - During Construction of the hydraulic fill, dredging and the outflow from the settling pond would result in an increase in turbidity in the river channels.

3. Vegetation - The fill would permanently displace about 14 acres of vegetation. During construction of the fill and settling ponds, heavy equipment would temporarily disrupt a larger area than required for construction of the all bridge plan. Riprap placed on the fill slopes would limit the re-vegetation of the fill. Under the proposed bridge structure, some vegetation would be able to grow in the shadow area. Areas in constant shade may not re-vegetate and would constitute a loss of vegetive habitat.

4. Wildlife - Minimum impact on wildlife would be incurred by the all bridge plan. Wildlife would be able to freely pass underneath I-205 and displaced habitat would be negligible..

In the bridge-fill-bridge plan the fill would constitute a physical barrier. Roughly 14 acres of habitat would be displaced by the fill, and approximately 160 acres of wooded area on the down stream end of the island would be separated from the meadows and marshlands to the east of I-205. During periods of lower-river flow, wildlife could travel around the fill on the sand bars and beaches but would be subjected to harassment by people and dogs. During floods wildlife would be essentially cut off from the high areas of the eastern side and deer fences would be required to keep animals off the highway.

B. Urban Environment

1. Visual Impact - From the aesthetic viewpoint the all bridge structure would be more appealing. The fill project would be 40-50 feet above Government Island which means that the fill would be higher than most of the surrounding vegetation and would require removal of a wide strip of trees. The bridge-fill-bridge plan would lack the continuity of the all bridge plan.

2. Government Island - In a Comprehensive Development Plan of Portland, Oregon made by the Portland City Planning Commission in July, 1966 the island was designated as park area. The "Urban Outdoors, A New Proposal for Parks and Open Spaces", adopted June 30, 1971 by the CRAG Executive Board, expressed that "A primary regional goal is to preserve for future generations those unique and special places that have particular meaning for us in our urban setting". Further, in reference to Government it stated "Abandonment of the game refuge means that much of the island should be available for more intensive recreational development." Accessibility to Government Island from the I-205 bike paths would allow a greater portion of the public recreational access to the island. Careful planning can limit the impact of this increased usage. Allowance would have to be made for bike parking in the bike path or on the island, and for possible expansion of bike paths on Government Island. The fill plan might allow easier access to the island than the all bridge plan.

III ADVERSE UNAVOIDABLE IMPACTS

Natural Environment

Adverse unavoidable impact will be incurred during construction. Dredging operations for the hydraulic fill along with construction of the piers in the waterway will cause turbidity increased in the river. Also, there will be some unavoidable loss of natural vegetation and habitat. The fill plan would have a much larger impact than the all bridge plan in this respect.

IV THE RELATIONSHIP OF SHORT-TERM USE OF MAN'S ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Short-term effects of the bridge-fill-bridge plan are the savings of nine million dollars, increased dredging impacts and the greater disruption of natural vegetation. A long-term effect would be the increased right-of-way required for the fill project, thereby reducing the wildlife habitat and recreational area. Another long-term effect is the hazard of constructing a fill on a flood plain. Although hydraulic changes to the river were found to be minor by the Bauer Engineering Study, some erosion to the fill during flooding would be unavoidable, and the potential for severing of the I-205 crossing is increased.

V MEASURES TAKEN TO MINIMIZE HARM AND ENHANCE THE ENVIRONMENT

Tight construction specifications will be used to minimize the harm to the environment in the building of either alternate. The all bridge structure would, however, cause less harm to the environment than the bridge-fill-bridge plan during the following construction.

A. Natural Environment

1. Water Quality - The dredging impacts can be minimized by using the EPA's recommendation for dredging and other related activities.

2. Vegetation - Careful location of construction equipment and settlement ponds can reduce loss of wooded area.

3. Wildlife - The impact of the fill on wildlife could be reduced by shortening the fill and or providing culverts to allow animals to pass through or around the fill.

B. Urban Environment

1. Visual Impact - The bridge-fill-bridge plan would be less appealing than the all bridge plan due to the interruption in the continuity of the supporting piers and the unnatural appearance of the fill located where it is. This appearance could be enhanced with the addition of ground cover slanted in the riprap flood protection of the fill.

2. Recreation - Access from the bike path can enhance the recreational enjoyment and use of Government Island as a park area by a larger portion of the public. Such development would have to be planned carefully as to extent and range of activities such as motorcycles, horseback riding, bike paths, camping, hiking, etc.

C. The Use of Public Land

The FHWA has established a guideline in regarding the use of 4(f) land in the FHWA PPM 90-1 that states "To support such use it must be shown that such program includes all possible planning to minimize harm to the section 4(f) land resulting from such use."

There has been precedent set in other states to indicate that if the least harm solution is not selected the project can be ruled to be in violation of the federal guidelines. In the eyes of the various groups that will be concerned over the impacts to Government Island a 40-50 foot fill will not rate as the "least harm" solution. If the bridge-fill-bridge alternate were selected, legal action to block the project is likely and a court ruling could result in a requirement to cross the 4(f) land with the "least harm" option. Design solutions increasing project costs by 25% have been required to provide the least damaging solution with regard to 4(f) land.

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

Interoffice Correspondence

3010-11-07

To File

Date December 17, 1973

From D. C. Myhre

Subject Government Island 4(f) Status

A 4(f) determination by the DOT has been made for both the Airport and I-205 (DOT memo to J.A. Volpe from F. C. Turner, January 7, 1970 and memo to the Secretary from General Counsel, TGC-1 James A. Washington, Jr., February 13, 1970). A 4(f) determination is not made unless the land in question is considered to be 4(f) land. There has been no change in ownership of Government Island since the Draft Statement and the only usage change is the present plan by POP not to use it for airport expansion. The Draft Statement covers the 4(f) status etc. which would make a change to no 4(f) requirement difficult for the public to understand. The question was raised in early discussions as to the requirement for the Sec. of Transportation to reafirm his 4(f) determination. With I-205 crossing the island alone a new determination will very likely be required (comment by Jim Zotter).

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Court case; Petterson vs. Dept of Interior Int., FHWA and State contended that sale to Port was not properly approved by Interior.

Phone call with Zirzow (HNTB Alexandria)

4(f) determination must include , (1) that there is no reasonable and prudent alternative to use of 4(f) and (2) that program will minimize harm to 4(f) land. In a court case in Overland Park, Kansas the ruling supported the 4(f) determination for using park land but required a design change to a tunnel to minimize the harm to 4(f) land. Zirzow felt that Interior may have owned Government Island prior to OSGC purchase in 1949 and that the legal contention was that OSGC could only sell the land back to the Department of Interior. It is Zirzow's opinion that the bridge should be the recommended plan for minimum harm and to avoid as best as possible future legal problems.

Phone conversation with Jim Zotter, FHWA legal consul. December 14, 1973

The reason the Department of Interior was named in the Petterson case in that Interior funds were used by OSGC for the purchase of Government Island. The contention was that the sale to the Port was not proper as the Interior funds were for game management areas. Since there was a provision made to replace the game management land the court ruled against Pederson on this issue. The case has not been dropped as Pedersen wants a decision in case the Port comes back with the fill plan later. Case is pending at this time.

Zotter feels that Government Island is definitly 4(f) land regardless of the present POP ownership. He would also agree that the all structure solution is best. In the Pedersen case the State of Oregon was named because I-205 used the fill which was Pedersen's main objection (in addition to noise). It is

Zotter's opinion that if the I-205 crossing were on structure, the Highway Division could be eliminated as a co-defendent in the law suit. Zotter has been pushing for a decision on the I-205 type of crossing so that he can proceed to clear up the legal problems as soon as possible.

DCM/dms

1526

Form FHWA-121 (12-67)

RECEIVED
MAR 6 1970

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 27, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

cc Edwards
3-4-70

SUBJECT: Oregon Project I-205-7(-)312, Columbia River Crossing
Determination - Section 4(f), DOT Act

Enclosed is a copy of Secretary Volpe's action clearing the Interstate 205 Columbia River Crossing over Government Island of the applicability of Section 4(f) of the Department of Transportation Act.

Enclosure
Memo, 1-7-70, Director Turner to Secretary Volpe

3-5-70
copies
REFERRED TO
Young - Barbur
By Al Johnson
Merchant

NOTED
F.B. KLABOE

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: FEB 13 1970

In reply refer to:

SUBJECT: Interstate 205, Columbia River Crossing
Portland, Oregon, 4(f) Determination

FROM : General Counsel, TGC-1

TO : The Secretary

In his memorandum of December 11, 1969, the Federal Highway Administrator indicated his determination that the transfer of title to Government, Lemmon, and McGuire Islands from the State Game Commission to the Port of Portland rendered section 4(f) of the DOT Act inapplicable to the Department's approval of I-205. In accordance with our earlier advice to TEU, we were unable to concur in that determination. First, the airport expansion and the highway, despite their close relationship, are independent transportation projects, and a 4(f) determination with respect to one cannot be deemed to apply to the other. Second, the mere transfer of title to wildlife refuge property is not, in itself, sufficient to divest you of your authority under section 4(f).

The Federal Highway Administrator has now submitted a revised recommendation, dated January 7, 1970, indicating that "the area is no longer a game management facility, a park or a recreation area, or considered by local officials to be a game management facility, a park or a recreation area...." In view of this fact, and for the reasons set forth in your determination permitting the use of this area for the expansion of the Portland International Airport, the Federal Highway Administrator concludes "that construction of Interstate Highway 205 across this Island would not contravene any of the directions of section 4(f) of the DOT Act."

For the following reasons, we now concur in the Federal Highway Administrator's view:

(1) Commencement of the approved airport expansion project will very shortly alter the character of the Islands so as to render them useless for wildlife refuge purposes. This fact must have a substantial impact on the Secretary's determination whether possibly feasible alternatives are "prudent."

(2) While we do not accept the view that the transfer of the title to Government, Lemmon, and McGuire Islands from the State Game Commission to the Port of Portland removed the Islands from the "wildlife refuge" category, the transfer appears to be clear evidence that State officials having jurisdiction over the Islands do not consider them to be significant for wildlife refuge purposes.

cc-1

5719

(3) The same considerations which led to your 4(f) approval of the airport expansion project are applicable to the proposed highway. Having approved the airport expansion, you would be clearly justified in finding as to the related highway project that no feasible and prudent alternative exists. Because local authorities have provided reasonable replacements for the land and water areas encroached upon by this project, we also believe that it would be appropriate to find that all possible planning to minimize harm to the affected resources has been undertaken.

We recommend that you concur in the Federal Highway Administrator's memorandum dated January 7, 1970.

JAMES A. WASHINGTON, Jr.

James A. Washington, Jr.

cc: Assistant Secretary for Environment
and Urban Systems, TEU-1
✓ Federal Highway Administrator

WASHINGTON, James

DATE ON CORRES.	CONTROL NO.
2-13-70	fhwa 5739
DATE RECEIVED	SUSPENSE DATE
2-17-70	info
REFERENCE	FILE DESIGNATION

FCT

SUMMARY: Copy of memo to SEcretary on I-205, Columbia River Crossing Portland, Oreg., 4(f) determination

PREPARE REPLY FOR THE SIGNATURE OF
☐ SECRETARY ☐ ADMINISTRATOR
☐ OTHER:

DATE ACKNOWLEDGED-BY WHOM ☐ NO REPLY C

REPLY DATE-BY WHOM

TO	DATE	ACTION
BPR	2-17	info
JRA	2-17	info
Wells	2-17	info

FORM FHWA-93(8-67) MAIL CONTROL RECORD DEPT. OF TRANS., FED. HWY ADMN.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

DOT 07.2
00246

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

TO : Mr. John A. Volpe
Secretary of Transportation

DATE: JAN 7 1970

In reply refer to:
26-20

FROM : F. C. Turner
Federal Highway Administrator

SUBJECT: Interstate 205 Columbia River Crossing
Portland, Oregon, 4(f) Determination

Interstate Highway 205 in crossing the Columbia River will pass over Government Island and adjacent islands, a former game management area, which are presently being used to expand the Portland International Airport. In order to obviate any possible argument that you did not consider the applicability of 4(f) of the DOT Act to highway construction in this area, we ask you to concur in this memorandum. As you recall, you previously made a 4(f) determination on the game management area on these islands when you approved the expansion of the International Airport on to this island. Since that action, title to the islands has passed to the Port of Portland and they are no longer considered a game management area, a park or recreation area by local officials having jurisdiction over the island. For the reasons set forth in the prior memorandum indicating your determination permitting the use of the islands for the expansion of the Portland International Airport under 4(f) of the DOT Act, and because the area is no longer a game management facility, a park or a recreation area, or considered by local officials to be a game management facility, a park or a recreation area, it is concluded that construction of Interstate Highway 205 across this island would not contravene any of the directions of section 4(f) of the DOT Act.

Concurrence 2/18/70

Nonconcurrence

Concur: TFU:Mayor Braman
TGC:Mr. Washington

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-121 (5-68)
UNITED STATES GOVERNMENT

Memorandum

DOT 07.2 #17792

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

U.S. DEPT. OF TRANSPORTATION

DEC 16 PM 5 05

TO : Mr. John A. Volpe, Secretary
Department of Transportation

DATE: December 11, 1969

In reply refer to:
34-30

FROM : F. C. Turner
Federal Highway Administrator

SUBJECT: ACTION - Oregon - Washington, I-205 Columbia River Crossing and provision of Section 4(f) of P.L. 90-495

By memorandum of November 6 from the Assistant Secretary for Environment and Urban Systems, we were furnished a copy of the General Counsel's November 3 opinion. The General Counsel stated ". . . an independent Secretarial determination pursuant to that section is required."

We have now received a copy of a November 20 letter (attached) from Mr. George L. Hibbard, Chairman, Oregon State Game Commission to The Port of Portland, stating that on November 21, 1969, the State of Oregon conveyed Government, Lemmon and McGuire Islands to The Port of Portland.

It is our determination that the transfer of property ownership of the Islands from the State Game Commission and present wildlife refuge usage to The Port of Portland for airport expansion and usage removes these lands from the wildlife refuge classification. Accordingly, the provisions of Section 4(f) of the Department of Transportation Act no longer applies to these lands and the location of I-205. With your concurrence we will advise our field offices of this determination and that normal processing of the project may be undertaken.

Not so according to Gen. Counsel

We are advised by our Portland office that the State of Washington is faced with a serious problem involving the development of land in the path of I-205. The State and the local agencies have successfully held-off residential zoning and permits for development of land needed for the highway. There is clear indication, however, that at the next meeting of zoning authorities on December 18, zoning permit for construction which is adverse to highway development, will be granted unless the highway department is in position at that time to state that the highway takings are fixed positively and that acquisition of right-of-way will begin immediately. Accordingly, there is considerable urgency in this particular case.

Secretary's Action

Concurrence_____
Nonconcurrence_____

Concurrence: TEU Oscar S. Gray 12/16/69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1526

RECEIVED
MAR 4 - 1970

Copy sent to Glenn Jackson
2/9/70
COF

FOR FILING ROUGH DRAFT FOR MR. COOPER'S SIGNATURE

2-10-70
Hold
please
file
3-3-70

February 9, 1970

The Honorable Mark O. Hatfield (and others ??)

The location of I-205 has been mutually established by the State Highway Division and the Port of Portland to fit FAA requirements for the proposed new airport runway in and adjacent to the Columbia River. As you undoubtedly know, the Port plans to use a portion of Government Island for fill material for the new runway and, in doing so, will also provide fill for a portion of our proposed freeway at the east end of said runway.

Government Island has been (in part) a wildlife reservation and, as such, would normally require clearance under Section 18 (Preservation of Park Lands) of the Federal Aid Highway Act of 1968. Such clearance can only be made at the Secretary of Transportation level.

The State Highway Division has repeatedly requested such clearance without success.

Recently the Port and the Game Commission agreed to the transfer of all the Game Commission's ownership in Government, Lemmon and McGuire Islands to the Port. The consideration to the Game Commission for the transfer is the replacement of suitable property of equal or superior useful value to be provided by the Port.

NOTED
FORREST COOPER

We have now asked to be allowed to withdraw our clearance request under the aforementioned Section 18 on the basis that, since the transfer of the lands and their removal from Game Commission control, we are no longer required to comply.

These and other facts have been brought to the attention of Secretary Volpe but we still have received no favorable decision.

We therefore urge you to assist us in getting favorable action on this matter. Our design work and right-of-way acquisition program for this vital freeway are already suffering as the result of this problem.

FBK:srb

RECEIVED
DEC 19 1969
FOR FILING

Mr. John A. Volpe, Secretary
Department of Transportation

DEC 1 1 1969

34-30

ACTION - Oregon - Washington, I-205 Columbia River Crossing and provision of Section 4(f) of P.L. 90-495

By memorandum of November 6 from the Assistant Secretary for Environment and Urban Systems, we were furnished a copy of the General Counsel's November 3 opinion. The General Counsel stated--an independent Secretarial determination is required.

We have now received a copy of a November 20 letter from Mr. George L. Hibbard, Chairman, Oregon State Game Commission to The Port of Portland, stating that on November 21, 1969, the State of Oregon conveyed Government, Lemmon and McGuire Islands to The Port of Portland.

Based on the information outlined in my August 12 memorandum and enclosures and the subsequent conveyance of the Islands to The Port of Portland, we feel that the coordinated planning for the airport, highway, conservation lands and Section 4(f) along with your review and July 11 approval fully covered feasible and prudent alternatives for the major elements of the plan. We also feel that the mutual agreement between the responsible officials to relocate the conservation lands satisfies the "all possible planning" part of Section 4(f).

Therefore, we recommend acceptance of the coordinated planning and mutual agreements as satisfactory resolution of 4(f) issues. With your concurrence, the States of Oregon and Washington shall be advised that normal processing of projects may be undertaken.

Secretary's Action

Concurrence_____
Nonconcurrence_____

12-19-69
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
R. L. PORTER
DEC 19 1969
F. H. A.

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

	Action	Info
Dir.	X	
Asst. Dir.		X
Policy		X
Spec. Projects		
Public Affairs		X
Wildlife		X
Finance/Admin.		
Info. Educ.		
Fish		
Technical Serv.		X
[illegible]		X
No. of Copies	6	

November 20, 1969

The Port of Portland
P. O. Box 3529
Portland, Oregon 97208

Gentlemen:

On November 21, 1969, the State of Oregon, acting by and through the Oregon State Game Commission, conveyed Government, Lemmon, and McGuire Islands to The Port of Portland. On that same date, the Oregon State Game Commission and The Port of Portland entered into a contract whereby (a) the Port will provide the Game Commission with $800,000.00 over a period of not to exceed four years, and (b) the Game Commission will use these funds to acquire suitable replacement lands. The program to be carried out by the Game Commission under this contract will result in an orderly program for the acquisition of exchange properties of equal or superior useful value to carry out the statutory objectives and purposes of the Game Commission.

This letter shall serve as evidence that the State of Oregon is satisfied with the program for the exchange of appropriate lands satisfactory to the State in exchange for the State's land management areas of Government, Lemmon and McGuire Islands.

Very truly yours,

Oregon State Game Commission

George L. Hibbard

George L. Hibbard, Chairman

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

D. RTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: November 6, 1969

In reply refer to:

SUBJECT: Location of I-205, Portland, Oregon

FROM : Assistant Secretary for Environment and Urban Systems

TO : Administrator
Federal Highway Administration

By my memorandum of October 15, 1969, I advised that I had forwarded the question of 4(f) involvement in the location of the subject road in the vicinity of the Portland Airport, to the General Counsel for opinion. We have just received the opinion from the General Counsel, copy of which is forwarded herewith. I regret the delay, but can assure you that we have passed this material along as soon as received.

I have suggested to Oscar Gray that he contact the appropriate people in the Highway Administration to get a briefing on just what is involved in the crossing of I-205 so that we may, hopefully, progress the matter to an early decision by the Secretary.

J. D. Braman

J. D. Braman

Enclosure

03593

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

DATE: NOV 3 1969

In reply refer to:

SUBJECT: Interstate 205, Columbia River Crossing, Portland, Oregon

FROM : General Counsel, TGC-1

TO : Assistant Secretary for Environment and Urban Systems, TEU-1

This is in response to your request for our view as to whether the section 4(f) approval accorded by the Secretary to the Portland Airport extension obviates the need for a separate 4(f) determination with respect to the I-205 crossing at this point.

We are unable to agree with the opinion of the Federal Highway Administrator that a separate finding on the I-205 crossing is unnecessary. In our view, the proposed highway constitutes an independent "transportation program or project" within the meaning of section 4(f) of the Department of Transportation Act, and, accordingly, an independent Secretarial determination pursuant to that section is required.

James A. Washington, Jr.

U.S. DEPARTMENT OF TRANSPORTATION
NOV 4 8 53 AM '69
OFFICE OF ASS'T SECRETARY FOR ENVIRONMENT & URBAN SYSTEMS

8526

DEC 12 1969

NOTED
R. L. PORTER

Box 3529 Portland, Oregon 97208 (503) 224-4260

December 3, 1969

NOTED
F. B. KLABOE

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Attached are two Bargain and Sale Deeds from the Oregon State Game Commission to the Port for Government, Lemmon and McGuire Islands which we promised to send to you when they were returned from the Court House after recording. We hope this will give you the information you need.

Very truly yours,

George M. Baldwin

George M. Baldwin
General Manager

Attachments

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

2 copies to:
R. E. Simpson, BPR
12-9-69

NOTED
FORREST COOPER

BARGAIN AND SALE DEED

BOOK 708 PAGE 359

The State of Oregon, acting by and through its OREGON STATE GAME COMMISSION, hereinafter called "Grantor", conveys to THE PORT OF PORTLAND, a municipal corporation, hereinafter called "Grantee", all that real property situated in Multnomah County, State of Oregon, described as follows:

A tract of land located on the Island in the Columbia River known as Government Island in Township 1 North, Range 2 East, and Township 1 North, Range 3 East, Willamette Meridian, County of Multnomah and State of Oregon, described as follows:

Parcel I

Government Lot 6, Section 4; Government Lot 1, Section 9; Government Lots 1, 2, 3, 4, 5, 6, 7 and the Northeast-quarter of the Southeast-quarter, Section 10; Government Lots 2, 3, 4, 5 and the South one-half of Southwest-quarter of Section 11; Government Lots 1, 2, 3, 4 and North one-half of Northeast-quarter of Section 14; Government Lot 1, Section 15; together with all accretions.

Parcel II

Government Lots 5, 6, 7, 9 and the South one-half of the Southwest-quarter of the Northwest-quarter of Section 13; also that portion of Government Lot 3 lying East of a line 20 rods West of the East Section line of Section 13; Government Lot 4, Section 13, together with all accretions to said Section 13; EXCEPT: one-half acre deeded to School District No. 24 by deed recorded May 29, 1896, Book 232, page 421.

Parcel III

Government Lot 7, Section 12; also beginning at a meander post on the north side of lake which point is 12.50 chains north of the corner of Sections 12 and 13, Township 1 North, Range 2 East, of the Willamette Meridian, and Sections 7 and 18, Township 1 North, Range 3 East, of the Willamette Meridian; thence North 80° West, 20.50 chains; thence North 85° West 17 chains; thence South 40° west, 4 chains; thence

North 85° West, 35 links to the East boundary line of Government Lot 6 of said Section 12; thence North along the East boundary line of said Lot 6 to the Northeast corner of Lot 6; thence following the bank of the Columbia River westerly to point 3.43 chains East of the Northwest corner of Government Lot 5 of said Section 12; thence West 3.43 chains to the West line of said Section 12: thence South along the West line of said Section 12 to the Section corner of 11, 12, 13 and 14, Township 1 North, Range 2 East; thence South 30 chains, more or less, along the West line of Section 13, Township 1 North, Range 2 East, to a point 20 chains, more or less, West of the Southeast corner of the North 69 acres of West one-half of Northwest-quarter of said Section 13; thence East 20 chains, more or less, to the Southeast corner of said 69 acres; thence South 10 chains to the Northwest corner of Government Lot 6 in said Section 13; thence East to a point 20 rods West of the Northeast corner of Government Lot 4 of said Section 13; thence North 9.24 chains; thence South 38° East, 6.20 chains; thence North 20° East, 2.50 chains; thence North 20° West, 7.50 chains; thence South 40° East, 4 chains to the township line; thence North 25° West, 6.30 chains; thence South 80° East, 2.70 chains to meander corner on Township line; thence South 39° 30' East, 6.10 chains; thence North 69° East, 1.96 chains; thence North 32° West, 10.60 chains to the Township line; thence North along said Township line to the Northwest corner of Government Lot 5, Section 18, Township 1 North, Range 3 East; thence South 78° 45' East, 4.41 chains; thence South 53° 45' East, 2.90 chains; thence South 74° 15' East, 4.40 chains; thence North 66° East, 4.50 chains; thence South 82° East, 3.20 chains; thence South 72° 30' East, 8.0 chains; thence South 43° East, 2.30 chains; thence North 51° 30' East, 5.85 chains; thence South 87° East, 8.70 chains; thence North 9° East, 4.40 chains; thence North 29° 30' West, 8.10 chains; thence West 3.90 chains; thence North 42° 45' West, 10.50 chains; thence North 20° East, 1.80 chains; thence North 55° East, 5.49 chains; thence North 52° West, 8.40 chains; thence North 80° West, 11.70 chains; thence North 70° West, 6.50 chains; thence North 68° West, 7.80 chains to meander post on North side of lake in West boundary of Township and also point of beginning together with all accretions.

Parcel IV

Government Lots 1, 2, 3, 4, 5, 6, 7, 8, 10 and the Southeast-quarter of the Northeast-quarter of Section 18, Township 1 North, Range 3 East, Government Lots 1, 2, 3, of Section 7, Township 1 North, Range 3 East, together with all accretions.

TOGETHER WITH any gaps, strips or parcels of land which may exist, as disclosed by survey or otherwise, between the respective boundaries of the above described four parcels of land, excepting, however, the school tract referred to in Parcel II.

The true and actual consideration for this transfer is the replacement by the Grantee of suitable property of equal or superior useful value to that transferred herein to carry out the statutory objectives and purposes of the Grantor.

IN WITNESS WHEREOF, the Grantor above named set their hands and seals this 24 day of November, 1969.

OREGON STATE GAME COMMISSION

STATE OF OREGON)
) ss
County of Multnomah)

BOOK 708 PAGE 362

BE IT REMEMBERED, that on this 21st day of November, 1969, before me personally appeared George L. Hibbard, J. Pat Metke, Joseph W. Smith, John P. Amacher, James W. Whittaker, who are known to me to be the duly appointed, qualified and acting Commissioners of the OREGON STATE GAME COMMISSION, and who executed the within instrument, and acknowledged to me that they have executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have set my hand and affixed my seal the day and year last above written.

NOTARY PUBLIC

Allen D. Taylor
Notary Public for Oregon
My Commission expires:
July 22, 1973

BARGAIN AND SALE DEED

BOOK 708 PAGE 364

The State of Oregon, acting by and through its OREGON STATE GAME COMMISSION, hereinafter called "Grantor", conveys to THE PORT OF PORTLAND, a municipal corporation, hereinafter called "Grantee", all that real property situated in Multnomah County, State of Oregon, described as follows:

Parcel I

All that property commonly known as McGuire's Island, including all additions thereto whether by accretion or any other means, also described as Tax Lots 3 and 4, Section 18, Township 1 North, Range 3 East of the Willamette Meridian, Assessors Records of Multnomah County. Without limiting the foregoing, said McGuire's Island is described as follows:

Beginning 1834 feet north and 115 feet east of the intersection of the east line of Section 19, Township 1 North, Range 3 East of the Willamette Meridian and the meander line of the south bank of the Columbia River; thence north 72° 13' east 1806.60 feet; thence north 89° 9' west 1020 feet; thence south 73° 36' west 303.5 feet; thence south 79° 39' west 1238.6 feet; thence north 86° 20' west 914.1 feet; thence south 61° 42' east 800 feet; thence north 84° 34' east 1034 feet to the point of beginning; TOGETHER with all accretions.

Parcel II

All that property commonly known as Lemmon Island, including all additions thereto whether by accretion or or any other means, also described as Tax Lot 2, Section 4, Tax Lot 2, Section 9 and Tax Lot 2, Section 10, Township 1 North, Range 2 East of the Willamette Meridian. Without limiting the foregoing, said Lemmon Island is described as follows:

Government Lot 5 in Section 4, Government Lots 2 and 3 in Section 9, and Government Lot 8 in Section 10, all in Township 1 North, Range 2 East of the Willamette Meridian, and being a part of the William Danvers D. L. C., in the County of Multnomah and State of Oregon, together with all accretions.

The true and actual consideration for this transfer is the replacement by the Grantee of suitable property of equal or superior useful value to that transferred herein to carry out the statutory objectives and purposes of the Grantor.

IN WITNESS WHEREOF, the Grantor above named set their hands and seals this 21st day of November, 1969.

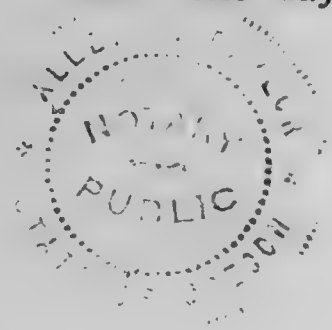
OREGON STATE GAME COMMISSION

STATE OF OREGON)
) ss
County of Multnomah)

BOOK 708 PAGE 366

BE IT REMEMBERED, that on this 21st day of November, 1969, before me personally appeared George L. Hibbard, J. Pat Metke, Joseph W. Smith, John P. Amacher and James W. Whittaker, who are known to me to be the duly appointed, qualified and acting Commissioners of the OREGON STATE GAME COMMISSION, and who executed the within instrument, and acknowledged to me that they have executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have set my hand and affixed my seal the day and year last above written.



Allen D. Taylor
Notary Public for Oregon
My Commission expires:
July 22, 1973

November 24, 1969

U. S. Coast Guard
13th District
618 Second Avenue
Seattle, Washington 98104

Attention: Mr. Ed Shields

Gentlemen:

Subject: I-205 Bridge

We wish to advise that on November 21, 1969, the State of Oregon, acting by and through the Oregon State Game Commission, conveyed title of Government, Lemmon and McGuire Islands to The Port of Portland. These lands will no longer be used for Game Management purposes but will be converted to other public uses as determined by a study being carried out jointly by The Port of Portland and Multnomah County.

A portion of the islands will be used in connection with the expansion of Portland International Airport as indicated by our approved permit from the Corps of Engineers.

If you have any questions regarding this matter, please call.

Very truly yours,

THE PORT OF PORTLAND
ORIGINAL SIGNED BY
A. J. HEINEMAN

A. J. HEINEMAN
Assistant General Manager

AJH:st

cc: Forrest Cooper

NOTED

RECEIVED
NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

08-241.02.

Hand Delivered 11-21-69

	Action	Info
Technical S...		
		X
No. of Copies	6	

November 20, 1969

The Port of Portland
P. O. Box 3529
Portland, Oregon 97208

Gentlemen:

On November 21, 1969, the State of Oregon, acting by and through the Oregon State Game Commission, conveyed Government, Lemmon, and McGuire Islands to The Port of Portland. On that same date, the Oregon State Game Commission and The Port of Portland entered into a contract whereby (a) the Port will provide the Game Commission with $900,000.00 over a period of not to exceed four years, and (b) the Game Commission will use these funds to acquire suitable replacement lands. The program to be carried out by the Game Commission under this contract will result in an orderly program for the acquisition of exchange properties of equal or superior useful value to carry out the statutory objectives and purposes of the Game Commission.

This letter shall serve as evidence that the State of Oregon is satisfied with the program for the exchange of appropriate lands satisfactory to the State in exchange for the State's land management areas of Government, Lemmon and McGuire Islands.

Very truly yours,

Oregon State Game Commission

George L. Hibbard

George L. Hibbard, Chairman

RECEIVED
APR 24 1969

FHWA-1320-1 (12-67)

UNITED STATES GOVERNMENT

FOR FILING
Corr of Ltr

Memorandum

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 23, 1969

In reply refer to: 08-35.1

SUBJECT: Oregon Project I-205-7(-), East Portland Freeway
Preservation of Parklands

I have carefully reviewed the information which you submitted in connection with the wildlife reservation on Government Island which is affected by the routing of Interstate 205. The information submitted suggests that only preliminary negotiations have been undertaken.

Clearance as required by the law (Section 18 of the Federal-Aid Highway Act of 1968 -- Section 138 of Title 23, U.S.C.) is at the Washington level. The actions reported in Port of Portland Assistant General Manager Heineman's letters of January 8, 1969 and April 18, 1969 to the Highway Department are not considered adequate for presentation.

While the statement in the public hearing may suffice for FAA, the Corps' action in granting a permit for the use of material and highway needs for right of way suggests clearance at an early date in order that the alinement may be approved.

Without definite formal instructions, it would be my opinion that a minimum presentation must include:

An agreement or letter of intent between the Highway Commission and the Game Commission, which, in accordance with the law, includes these requirements:

1. There is no feasible and prudent alternative to the use of such land.

2. Such program includes all possible planning to minimize harm to such park, recreation area, wildlife and waterfowl refuge, or historic site from such use.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

An exchange of funds for right of way may be necessary to complete the transaction, in which case only an agreement of intent may be possible because right of way authorization cannot be made until the line is finally approved.

RECEIVED
APR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 25 1968
FOR FILING

July 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Your File No. 08-35.1

We have your memorandum of July 19, concerning clearance from the State Game Commission to meet Federal statutory requirements in connection with a portion of Government Island being used by the Port of Portland and by the Highway Department.

I understand that a negotiation is now in progress between the State Game Commission and the Port, and as soon as it is completed I am sure we can comply with your request. In the meantime and for your information, there is attached hereto a copy of a letter from the Governor to the Corps of Engineers which covers this subject.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrce
Enclosure
bc: Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUL 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

bcc: Forrest Cooper ✓

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 23, 1968

U. S. Army Corps of Engineers
Portland District
Pittock Block
Portland, Oregon 97205

Gentlemen:

I recommend approval of the application of the Port of Portland to conduct dredging and filling operations in the Columbia River in the vicinity of the Portland International Airport, as outlined in your Public Notice 68-47. This proposal is the result of an exhaustive study by the Port of Portland to provide by the most feasible manner for the tremendous growth in the aviation industry anticipated in years ahead.

The presentation has been reviewed by my office and by the resource agencies of the state that are concerned. The State Game Commission is the owner of McGuire, Lemon, and most of the Government Islands which are required by the Port in this program. Extensive negotiations have been underway between the Game Commission and the Port of Portland, which are leading to a mutually acceptable exchange of land in keeping with the responsibilities of the Game Commission in fish and wildlife management. It is my understanding that these negotiations willbe successfully concluded by August 1st. Contingent upon the negotiations, the Game Commission favors the project.

The State Highway Department is in agreement with the proposed airport facility, and supports the planned Interstate 205 highway routing.

Copy to Commission 7-24-68
Jackson - Portland
Medford

The State Parks Department notes that the proposed project would not directly or indirectly affect any existing or proposed state park projects. Moreover, recreation interests are being given full consideration. Following the proposed dredging project, extensive potentials remain for boating activities. The remaining portion of Government Island contains most of the high ground and natural land areas best suited for initiating recreation developments. This remaining area can be developed to offer extensive water recreation potentials in the future.

This project will bring tremendous economic impact to the metropolitan area as well as substantial benefits to the rest of Oregon, and southwestern Washington.

Anticipating successful conclusion of the negotiations between the Game Commission and the Port of Portland, your early favorable consideration of the Port of Portland's proposal is recommended.

Sincerely,

Tom McCall
Governor

TM:cj

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 19, 1968

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
Preservation of Natural Beauty and Historical Sights

Adjustments in the alignment of I-205 south of the Columbia River occasioned by the development of the Portland International Airport by the Port of Portland Commission places the alignment on Government Island which is a State Game Management area.

Section 4f of the Department of Transportation Act and Section 138, Preservation of Park Lands, of the Federal-Aid Highway Act of 1966 limits approval action unless (1) there is no feasible and prudent alternate to the use of such land, and (2) such program includes all possible planning to minimize harm. . . .

To accommodate the planned airport, adjustments in land use of the Island are to be accomplished by the Port of Portland Commission. The above requirements apply to all Federal projects; consequently, it may be possible that clearance has been obtained from the Federal Aviation Administration.

Rather than duplicate effort of another Federal agency, it is suggested that the Port of Portland Commission obtain clearance from the State Game Commission to meet the statuatory requirements. In the event clearance has been obtained for the Federal Aviation Administration, this office will recognize that agency's determination if supporting documentation is presented.

RECEIVED
JUL 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FEB 23

FORM E-30 SOM 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 16, 1968

To: MEMO TO THE FILE

SUBJECT:

At 10:30 a.m. this date a meeting was held between members of the Port of Portland and the State Highway Department in Mr. Cooper's office. The following people were present:

Joe Kozlovski	Port of Portland
E. R. Arnold	Port of Portland
A. J. Heineman	Port of Portland
Al Benkendorf	Guest of Port's from Pennsylvania
Forrest Cooper	State Highway Department
R. L. Porter	State Highway Department
Tom Edwards	State Highway Department
F. B. Klaboe	State Highway Department

The first item on the agenda was a discussion of the proposed reconstruction of the Portland International Airport and its effect on the State Highway location for I-205.

Prior to this meeting, the Port had given us the coordinates of the end of the proposed new runway. We have therefore arrived at the horizontal and vertical alignments for the proposed location of I-205 east of the airport and across the Columbia River to connect with the established corridor in the state of Washington.

The Port advised that they would go to a public hearing on March 12 and that they would like us to deliver to them, at least one week prior to this hearing, maps showing our proposed alignment (both vertical and horizontal) and a schematic drawing of the proposed structure. They would also like us to show on the plan map the right-of-way limits

that we would require. They were advised that we would prepare such maps and deliver them for the Port's use at the hearing.

They also asked that we study the interchange patterns that would: (a) serve the airport facility; and (b) Marine Drive. Their present idea is that Marine Drive will be relocated south of the airport and would intersect I-205 approximately halfway between the River and Sandy Boulevard. This is something that they will have to work out with the County before it can be firmed up since this is a County facility. We advised them that it did not appear feasible to interchange both Marine Drive and the airport because of the short distance between them. We will, however, study the matter and see what is a feasible plan for this development. In connection with this, they left us a hand-colored map showing the proposed airport expansion facility.

Also left with us was a written analysis of the traffic loads that can be expected in future years as the result of the airport expansion. These data apparently show that there will be a DHV in the year 2000 of approximately 6,600 desiring to move between the freeway and the airport. We will use these data and information of our own that we may have in developing the interchange patterns necessary to serve the airport and the surrounding country.

The question of the future Fremont Freeway was brought up by the Port and they were advised by Mr. Cooper that the Fremont Freeway was not on any State Highway System and that no one knows whether it will ever be constructed or not.

The Port inquired whether or not the Columbia Boulevard freeway was a State project. They were advised that it is not a State project and that they should confer with the County about it.

The Port also advised us that they had had conversations with the Game Commission and it appeared that they would be able to acquire all of Government Island from them. If so, they would satisfy the boat owners by constructing a small boat basin in the remnant of Government Island not needed for the runway or highway facility. They further stated that hydraulics experts had advised them that there were no hydraulic problems connected with the proposed filling of Columbia River to accommodate the new airport. Apparently, they will have to lower the boat channel about 10 feet to keep the velocities of the Columbia River at about the same range as those which now exist.

The second item on the agenda was a discussion of the development of the Rivergate industrial area. The Port left with us a comprehensive volume developed by consulting engineers showing the various stages that this development would pass through. One of the important features of the overall plan is the development of a Tualatin Freeway. This freeway would begin at the Sunset Highway and then pass through the Tualatin Mountains to the north and cross the Willamette River downstream from the St. Johns Bridge. It would continue through the proposed Rivergate area and then cross the Columbia River west of Vancouver. The Port asked us to study the proposal and pick a tentative alignment for it from the Sunset Highway to the Willamette River. The alignment between the Willamette River and the Columbia River has been selected by the Port. They would, however, like us to define a right-of-way through the Rivergate industrial area so that they can set it aside when laying out the property for the industrial development. They were advised that we would do this work and submit a report to them in the near future. It is my estimate that this will take at least one month to accomplish.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
I. D. Merchant
H. S. Cox
A. E. Johnson

NOTE: Mr. Edwards: Please supply the schematic drawings for the proposed structure across the Columbia River.
Mr. Morgan: Please make the studies for both the airport and Rivergate facilities. Also prepare the vertical and horizontal alignment maps to be used at the Port's upcoming hearings. All information needed for the hearings should be delivered to my office prior to February 29.

FBK

NOTED
TOM EDWARDS

RECEIVED
JUN 23 1967
FOR FILING
Corl
RH
E.P.F.
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 21, 1967

Mr. Dean Vincent
Dean Vincent, Inc.
333 S. W. Park Avenue
Portland, Oregon 97205

Dear Dean:

Thank you for your June 8 letter concerning the effect of the proposed Interstate 205 Columbia River crossing on boating interests in the Government Island area.

The move as suggested, while undoubtedly being beneficial to boating interests, creates more problems than it solves. After many months of negotiation, the Highway Commission and the local governing bodies (the city and county) have agreed on a general location that we believe will satisfy the majority of people. To move the river crossing as much as one-half mile upstream would reopen the whole I-205 issue and bring about many problems of design and service that are now generally settled.

The I-205 location has probably been one of the most difficult highway problems ever facing the State Highway Commission. It is simply impossible to find a solution that is completely acceptable to everyone affected. The Commission and the Department staff have spent many months in arriving at an adequate solution which we think will please the greatest number of people. I am fearful that should this be abandoned and major changes and adjustment inaugurated at this time, the construction of this needed freeway will be delayed and may even be impossible to construct.

If there is anything in the line of factual information or material that you desire, I know a note to the Highway Department in Salem will be given prompt attention.

Sincerely,

Governor

TM/wb

bcc: Forrest Cooper
State Highway Engineer

COPY

June 14, 1967

Mr. Dean Vincent
Dean Vincent, Inc.
333 S. W. Park Avenue
Portland, Oregon 97205

Dear Mr. Vincent:

Your June 8 letter addressed to the State Highway Commission concerning the location of the Columbia River Bridge on Interstate 205 has been referred to this office for reply. You requested that the proposed location for the structure be moved one-half mile easterly.

This subject was discussed by the Highway Commission at its meeting on June 8 at which time a group representing various yacht clubs in Portland made a similar request.

It is the Commission's thought that the location as now tentatively established and which is compatible with the operation and the future plans of the Portland International Airport is just as far easterly as is practicable. Farther moves to the east would require alignment adjustments that would extend to and probably considerably beyond Sandy Boulevard. This, in effect, would completely reopen the I-205 problem and by bisecting Government Island would not provide the type of solution that is sought.

It is not possible to construct this type of interstate freeway in a location and manner that is completely acceptable to all concerned. It is the Commission's thought that the present tentative location will not be entirely adverse to boating and yachting interests and, considering the needs of the area and community as a whole, provides the best solution possible.

Your interest is appreciated and should you have need for additional information or data, anything available will be promptly furnished.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highwey Engineer

RLP:ms

bc Governor McCall

bbc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
I. D. Merchant

Portland, Oregon
June 8, 1967

Governor Tom Lawson McCall
Salem, Oregon

Dear Governor McCall:

I am writing about the location of the bridge over the Columbia River for Interstate 205.

The location of the bridge presently contemplated is across the east end of Government Island. This will seriously jeopardize the finest recreational area in the Columbia River closest to the city of Portland. It offers prime boating facilities which no other area within several miles provides, and it will certainly be spoiled by running a bridge through the middle of it. Even moving the location of the bridge one-half mile to the east will be very helpful.

I feel the state has an obligation to preserve all possible natural recreational areas and this River area is used by more people than any other river area in Oregon.

Very truly yours,

Dean Vincent

DV:vb

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JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8526

RECEIVED
OCT 28 1966
FOR FILING

October 27, 1966

Mr. George M. Baldwin
General Manager
The Port of Portland
Post Office Box 3529
Portland, Oregon 97208

Dear Mr. Baldwin:

This will acknowledge your letter dated October 21 concerning the Port's request to move the proposed I-205 Columbia River Bridge approximately 1,500 feet to the east.

As stated in my letter of October 19, we will await the results of the Federal Aviation Agency investigation before taking any further action on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Federal Aviation Agency, Seattle Area Office
Multnomah County Board of Commissioners
Mr. Paul Northrop, Multnomah County Roadmaster
Mr. A. W. Parsons, Division Engineer, BPR
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. F. D. Morgan
Mr. Ivan Merchant
Mr. A. E. Johnson

NOTED
F. B. KLABOE

In reply refer to:

Commissioners
HOWARD B. SOMERS
President
HAROLD S. HIRSCH
Vice-President
ERLING E. JACOBSEN
Secretary
LEE E. CALDWELL
Treasurer
DONALD G. DRAKE
RAYMOND M. KELL
DENNIS J. LINDSAY
LEW S. RUSSELL
ROBERT B. WILSON

General Manager
GEORGE M. BALDWIN

Ass't General Manager
R. A. NEUMEISTER
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
L. E. ARNOLD, JR.
Mgr., Marine Dept.
A. J. HEINEMAN
Comptroller
E. W. BAUER
Mgr., Research and Planning Dept.
W. S. DIRKER
Chief Engineer
R. F. DOW
Mgr., Public Affairs Dept.
W. G. PROCTOR

THE PORT OF PORTLAND

Swan Island, P.O. Box 3529, Portland, Oregon 97208

Telephone 503-285-5271

October 21, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

Thank you for your letter of October 19 in reply to The Port of Portland's letter of September 20 concerning the Port's request to move the proposed I-205 Columbia River bridge approximately 1500 feet to the east.

As we understand the situation, the requested relocation would put the bridge in the approximate location originally proposed by the Highway Department. Unfortunately, over a period of considerable time, the alignment has been moved further to the west and closer to the airport. When the Port of Portland was consulted on the new alignment it had reached a location which the Port feels is unacceptable and contrary to the Port's policy of providing the best possible safety features for the present and future traveling public at Portland International Airport.

We recognize that your present proposed location is in general conformance with the Federal Aviation Agency's minimum requirements which are based on the present equipment and flight procedures. It is imperative that the words "minimum" and "present" be emphasized. With regard to present standards we wish to point out that the airline manufacturers have several new series of aircraft on the drawing boards scheduled for construction and operation prior to 1980. Among these are the Boeing 747, the SST, and a commercial cargo and passenger version of the C-5A with a passenger capacity of 800 or more. While it is hopefully planned that the SST will prove to be operational within present airport standards, there is no assurance that this will in actuality

10-24-66
copies
REFERRED TO
Cooper - Porter - Ebor. - Morgan - Marchant - Pahola - Johnson - BPR
BY ASST. STATE HWY. ENGR.

NOTED
R. L PORTER

be fact. There is even less likelihood that subsequent model aircraft will adapt to existing criteria. Therefore, the aviation industry is not able to accurately predict what type of plane will be flying within the next ten to fifteen years nor precisely what its operational requirements will be.

We have the greatest respect for the Federal Aviation Agency and their requirements and standards. FAA does not, however, have either the responsibility to forecast future requirements or the authority to enforce that agency's projected requirements. The Port of Portland, as airport owner and operator, is therefore forced to assume the responsibility of providing for the future, with no assurance as to what the standards and requirements will be ten to fifteen years from now.

At the same time local interests charged with the responsibility for highway traffic projections and vehicle transportation in the Portland-metropolitan area predict that still another Columbia River bridge will be required within the next ten to fifteen years as close as possible to the west boundary of Portland International Airport.

I am sure that the Oregon State Highway Department, in its role of responsibility for providing the major ground transportation facility in the state of Oregon, can appreciate the position that the Port of Portland finds itself in, trying to provide and preserve the largest single transportation facility between Seattle and San Francisco -- a facility used by the entire state of Oregon and southern Washington -- with ever increasing encroachments, and the unpredictability of even the immediate future's requirements.

Legally it would appear quite difficult to prove one location for a proposed bridge to be measurably more hazardous than another. On the other hand, good judgement and common sense makes it mandatory that The Port of Portland resist to the maximum extent any further encroachment of its approach zones by permanent structures which in any way would jeopardize our future flexibility, operation or safety standards.

We will transmit a copy of this letter to the Federal Aviation Agency as part of the Port's official statement objecting in the strongest manner possible to the bridge in the location you propose. At the same time, the Port fully realizes your problems with the Bureau of Public Roads and we stand ready at any time to meet with the Bureau

and state our case in your behalf. We believe that both the Federal Aviation Agency and the Bureau of Public Roads will recognize the importance and the validity of our plea, and under these circumstances will find that the return to the approximate original alignment as requested by The Port is not only desirable but mandatory.

Very truly yours,

THE PORT OF PORTLAND

for GEORGE M. BALDWIN
General Manager

cc: Federal Aviation Agency - Seattle
(To be submitted with the Port's brief)
Multnomah County Board of Commissioners
Mr. Paul Northrop, Multnomah County Roadmaster

RECEIVED
OCT 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1966
OREGON
STATE HIGHWAY COMMISSION

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OCT 20 1966
FOR FILING

Const
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EPT

Col R. Bx.

October 19, 1966

Mr. George H. Baldwin
General Manager
The Port of Portland
Post Office Box 3529
Portland, Oregon 97208

Dear Mr. Baldwin:

On September 26 I advised you that we would communicate further with you concerning your proposal to move I-205 easterly about 1,500 feet near the upper end of the airport property.

We have reanalyzed our proposal as to its conformance with the Federal Aviation Agency requirements and again find that our design appears to be in substantial agreement with the minimum requirements. While we do not wish to construct any facility which would in any way pose a hazard to the air traffic or the motorist, we have been unable to secure any information with which we can hope to convince the Bureau of Public Roads that the shift in alignment is desirable.

As you know, we have forwarded our application to the FAA and have received from them a notice that comments concerning our proposal will be received prior to November 14, 1966. Lacking any substantial reason, we feel that we must await the results of the FAA investigation before we can proceed any further with this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. H. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe (4139)
Ivan Merchant
Adrian Olson
A. E. Johnson

FHK:erb

cc: Federal Aviation Agency, Seattle Area Office
Multnomah County Board of Commissioners
Mr. Paul Northrop

copies of file handed to Ted Dec 10-26-66

cc

RECEIVED
OCT 19 1966

FORM [illegible] 10-65 SP*23401-734

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 18, 1966

SUBJECT:

To: Memo to the File

I received a telephone call from Mr. Robert Dunn, Director of the State Board of Aeronautics, on October 17. Mr. Dunn informed me that the glide path of aircraft landing at the Portland International Airport was three degrees and that the aiming point from which to start the glide path was 1,200 feet onto the roadway.
RUNWAY

We have plotted this information up and find that the minimum clearance over our proposed I-205 facility for aircraft using this glide pattern is 195 feet.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
F. D. Morgan

Commissioners
HOWARD B. SOMERS
President
HAROLD S. HIRSCH
Vice-President
ERLING E. JACOBSEN
Secretary
LEE E. CALDWELL
Treasurer
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ROBERT B. WILSON

General Manager
GEORGE M. BALDWIN

Ass't General Manager
R. A. NEUMEISTER
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
L. E. ARNOLD, JR.
Mgr., Marine Dept.
A. J. HEINEMAN
Comptroller
E. W. BAUER
Mgr., Research and Planning Dept.
W. S. DIRKER
Chief Engineer
R. F. DOW
Mgr., Public Affairs Dept.
W. G. PROCTOR

THE PORT OF PORTLAND

Swan Island, P.O. Box 3529, Portland, Oregon 97208

Telephone 503-285-5271

4139

SEP 22 66

In reply refer to:
ENG-ERA

September 20, 1966

REFERRED TO
Morgan - Merchant
BY ASST. STATE HWY. ENGR 9-23-66

Oregon State Highway Department
State Highway Building
Salem, Oregon 97210

Attention: Mr. Forrest Cooper

Gentlemen:

SUBJECT: I-205/Columbia River Bridge

Enclosed is a copy of the Port's minutes of the subject meeting held at the Port offices on September 6, 1966, between the Oregon State Highway Department representatives, Ivan Merchant, A. E. Johnson, and A. D. Olson and Port staff members Messrs. Dow, Heineman, Smith and Arnold.

Very briefly the results of the meeting are listed as follows:

1. The main river channel clearance of 135' above mean low water, Columbia River Datum, appears to be acceptable to the shipping interests. Up-river ports have not yet been contacted in this regard.

2. The Port will call a hearing for interested parties relative to navigation requirements at the I-205 bridge. This is in accordance with previous procedures and the hearing will be called upon the request of the State Highway Department.

3. The Port of Portland requested that the I-205 bridge and southerly approaches thereto be realigned to a position at least 1500' easterly of that currently proposed.

4. The Port of Portland requested that the bridge structure be lowered the maximum possible extent over the side channel between Government Island and the south shore of the river from the clear-span (exact location to be determined) to Marine Drive, and that the Oregon approach to the bridge be lowered at Marine Drive a maximum possible amount for safety of both aircraft and freeway traffic in the vicinity of the Portland International Airport Runway 28R approach.

5. The Oregon State Highway Department can, if necessary, break grade in the bridge profile in order to conform with the 150' height limitations established by FAA, and still maintain the 135' main-channel clearance as referred to in Item No. 1 above.

6. The Oregon State Highway Department proposed plan conforms with the Federal Aviation Agency's TSO-N18 in that a 17' high vehicle on the roadway will fall beneath the approach surface of Runway 28R. It will, however, be necessary to file "Notice of Intent to Alter or Construct" with FAA for that agency's consideration.

The Port of Portland hereby reiterates Item No. 3 above and requests that the Oregon State Highway Department reroute I-205 east of Portland International Airport, relocate the proposed Columbia River bridge a minimum of 1500 feet easterly from the presently planned location, and lower the south approach and bridge structure as much as possible for the protection of the airport and for preservation of aircraft safety. The Port is responsible for and insists on the preservation of usable air space at and near Portland International Airport and we maintain that the proposed structure constitutes an encroachment on the safety of the traveling public.

Portland International Airport is considered to be extremely well situated from the standpoint of airport obstructions and aircraft operation. We feel this condition is a direct result of farsighted planning and continued cooperation by and between everyone concerned. The airport is a recognized and growing transportation center, vital to the needs of the entire Northwest traveling public. This airport is growing at a rate above the national average and is expected to triple in passenger volume in the next six years. With the ever-increasing passenger capacities of commercial aircraft, which will be climaxed in 1969 by the 500-passenger Boeing 747, and in about 1974 by the supersonic transport, it is essential that we do everything in our power to protect its operational safety.

Because the integrity of this facility has been preserved to a great extent by the consideration and cooperation of all public agencies in this area, we are, by copy of this letter, taking the liberty of calling this matter to the attention of the Multnomah County Board of Commissioners. We respectfully request that body to make a formal appeal to the Oregon State Highway Department in behalf of The Port of Portland, for reconsideration of the I-205 bridge location and that the I-205 alignment be revised as discussed above.

It is our understanding that the County Road Department would favorably consider rerouting of Marine Drive, in the vicinity of the I-205 bridge structure, along the foot of the Columbia River levee for purposes of

lowering the structural height of the bridge and its approach across the approach zone of Runway 28R. We suggest that the Multnomah County Board of Commissioners also confirm their position in this matter.

The Port of Portland recognizes the many ramifications of this request and of favorable consideration thereof. We do not feel, however, that we can over-emphasize the regional importance of the airport, the permanence of such a facility, the Port's obligation to the public for preservation of its safety, and the fact that the I-205 structure is, at this time, still in a "drawing board" stage. Further, it is our feeling that airport automobile traffic will make up a substantial portion of the I-205 traffic and that the freeway will, in effect, be a supporting facility providing service to a major transportation complex.

Finally, The Port of Portland is obligated by FAA Grant Agreements to protect the approaches to the federally funded runways. We repeat that although the planned bridge structure conforms with existing FAA criteria, this criteria is a minimum and must be considered only as such. Historically, the Port's policy has always been to do its utmost in providing an operationally safe airport. It is our belief that the bridge in its presently planned location and at its presently planned height would constitute a definite hazard to aircraft operations at Portland International Airport.

We urge your favorable consideration of this request. Continued safe operation of the airport dictates our action in this regard and if we can provide information which may assist you in your reconsideration of the matter, please do not hesitate to call.

Very truly yours,

THE PORT OF PORTLAND

K. A. Neumeister

GEORGE M. BALDWIN
General Manager

cc Multnomah County Board of Commissioners
Mr. P. C. Northrop, County Roadmaster
Mr. Ivan Merchant, OSHD Salem
Mr. A. D. Olson " "
Mr. A. E. Johnson " Portland

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

THE PORT OF PORTLAND

September 12, 1966

TO: FILE

FROM: E. R. ARNOLD

SUBJECT: I-205/COLUMBIA RIVER BRIDGE

At a meeting on 9-6-66 in this office, the subject matter was discussed with Highway Department representatives Ivan Merchant, Al Johnson and Adrian Olson; by Messrs. Dow, Heineman, Smith and Arnold of the Port.

The subject of main river-channel clearance was reviewed with respect to procedures to be followed at future hearings for navigation interests. Mr. Heineman indicated that the Navy should definitely be invited but whether or not they would attend the hearing and be heard is not definite. Invitations should also be sent to the Corps of Engineers, to the upper river ports, the Port of Vancouver, the Columbia River Towboat Association and other towboat interests, Columbia River Pilots and any shipping interests using this stretch of the river.

Mr. Heineman has contacted most of these interests to date with respect to the I-205 bridge, with the exception of the Port Authorities. In general, reaction to the bridge and the proposed clearances has been favorable and it was decided that the ports should be invited to an informal discussion of this matter prior to a formal public hearing.

The proposed 135' main channel clearance has been discussed with respect to navigational interests as maximum clearance during low water. Inasmuch as river traffic would not occur during river stages above 20', Mr. Heineman's approach has been a minimum clearance of 115' to 120' which will handle all shipping vessels except the large Hawaiian Trader container ships.

Mr. Heineman recommended a main channel clear width between piers of 350' minimum. Mr. Merchant stated that the Corps of Engineers has indicated 300' will be satisfactory, but if the towboat interests insist on greater width, the OSHD could, as a concession, increase the clear width to 350'. The towboat interests have also indicated that a timber rubbing strip on the main bridge piers should also be provided, and Mr. Merchant indicated that this could be accomplished.

With respect to the side channel, Mr. Heineman stated that the construction companies would not be able to clear the proposed 57' clearance with their pile driving rigs and would therefore have to go around Government Island to get into the side channel for pile work. Only one commercial operator uses this channel and the proposed clearance will present no problem to him. Sail boats are not directly involved since they sail mainly in the main channel of the river.

Regarding conformance with FAA and airport criteria the Port acknowledged that the structure is in conformance with TSO-N18 but submitted that the bridge structure and the fill south of Marine Drive still create a potential hazard to aircraft. The structure is felt to be too high for safety and the location is too near to the runway end. The Port therefore requested that the bridge and fill be rerouted to a location which should be a minimum of 1500' easterly of the planned location and also be lowered to the maximum practical limits.

The Port's request and the reasons for it were discussed at length during which the Highway Department contended that the cost of relocating the structure eastward would be prohibitive. The Port further explained its responsibility to protect the runway approaches because of FAA funds which have been utilized for development of the airport facility, and its desire to maintain a safe airport for the traveling public. The relative importance of the airport to the entire community was also stressed. Mr. Merchant indicated that unless a monetary value could be established for purposes of comparative justification, consideration of realignment of the bridge would be almost impossible. It was stated, however, that the County Commissioners had chosen the current bridge location in preference to more easterly alternate locations, and that if the County Commissioners would officially request the bridge to be moved eastward, the State would have more reason to consider the Port's request.

The possibility of lowering the bridge structure and the earth fill in the vicinity of the approach zone was also discussed. It was determined that the main clearance span over the side river channel could be moved one pier north. The State was advised that the County has verbally approved rerouting Marine Drive along the foot of the dike to enable lowering the south bridge approach, and it was determined that the approach could be lowered some 17' at Marine Drive. By shifting the clear span north, a more acceptable slope of the south bridge ramp could be developed for the lower structure and fill at Marine Drive.

The State Highway Department is to investigate the lowering of the structure in the near future, but will await action by the Port and/or the County Commissioners with respect to relocating the structure eastward. Plans are moving forward, however, to hold a public hearing regarding river clearances in the next fewweeks. This hearing will be called by the Port and held in the Port's board room.

ERA/mb

cc Messrs, Merchant, Johnson & Olson

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FOR FILING

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

October 25, 1966

Hon. David Eccles
Multnoman County Commissioner
Multnomah County Courthouse
Portland, Oregon

Dear Commissioner Eccles:

Thank you for your prompt response to my letter of October 13 concerning Government Island.

I have followed your suggestion and reread your statements quoted in my letter. They continue to indicate, whether in the context of long- or short-term planning, intention of acquiring this property by Multnomah County and the fostering of on and off ramps to Government Island. The latter would, I assume require State Highway Commission consideration. Furthermore, in view of the use to which this property is applied and the obligations of this Commission imposed by ownership of said property, my inquiry seems an entirely legitimate and normal inquiry.

The occasional reference to Government Island as a developmental potential by Multnomah County nas in the past and will continue in the future to be of interest to this Commission. We would respectfully urge that planning in this regard afford us the privilege of consultation and meaningful information with regard to such plans. I know you are aware that we have acquired this area for a dedicated purpose and such unilaterally announced plans for developmen s to the contrary are of deep concern to us. I take it from your letter that any potential along the lines of your previously outlined ideas are at this time very indefinite and most certainly in the far distant future.

RECEIVED
OCT 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

P. W. Schneider
Director

cc:
OSGC Members
Forrest Cooper

NOTED
R. L. PORTER

COPY

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OCT 27 1966
STATE HIGHWAY COMMISSION

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OCT 26 1966
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NOTED
R. L. PORTER

October 18, 1966

Mr. P. W. Schneider, Director
Oregon State Game Commission
1634 SW Alder Street
Portland, Oregon

Dear Mr. Schneider:

If you were surprised by my remarks to the Recreational and Natural Resources Committee, I can assure you I am even more surprised by the truculent tone of your letter of October 13.

I have no idea as to what the State Game Commission's attitude or policy is with regard to the future of Government Island. I am told from time to time, by Commissioner Gleason and others, that the State Game Commission recognizes the encroachment of urban development and would not be averse to an ultimate transfer to another location further removed from the city. Multnomah County's interest in Government Island at this time is simply a recognition of the need to consider very long range recreational requirements in a rapidly urbanizing area.

Funds are not available for any near future action and there would be little justification, in any event, for such an expenditure under present or near future conditions. If you will reread my statement, you will note that I did not suggest that the Highway Commission has plans to add on and off ramps now or in the near future. On and off ramps would be added only when and if there might be a justification.

I feel sure the Oregon State Highway Commission has no idea what future needs may be, but I am equally sure they will be ready to discuss those needs and to meet them when it is clearly demonstrated that they exist.

Yours truly,

DAVID ECCLES
Commissioner

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OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DE. s

cc. Forrest Cooper

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OCT 17 1966
FOR FILING
Coast 10-17-66
R/W
EPF REFERRED TO
By Asst. State Hwy. Engr.

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

October 13, 1966

Hon. David Eccles
Multnomah County Commissioner
Multnomah County Courthouse
Portland, Oregon

NOTED
F.B. KLABOE

Dear Commissioner Eccles:

We were greatly surprised and disturbed to read your comments with regard to Government Island in the minutes of the October 5, 1966 meeting of the Recreational and Natural Resources Committee of the Chamber of Commerce. The quote to which I refer is as follows:

"Multnomah County is going to try to acquire the portion of Government Island which is now in private ownership. This is a long-range proposition. They are hopeful that eventually they can acquire the whole island. Most of it now belongs to the State Game Commission. They have been told that the State Game Commission is not anxious to maintain this Wildlife Refuge as birds are a serious menace to jet planes. The bridge on Interstate #5 will cross the island. On and off ramps could be added later."

Your reference to the State Game Commission's attitude with regard to this property is of particular concern to us since it is a revelation not heretofore available to this Commission, owner of the property in question. Your further reference to the addition of on and off ramps from Interstate Bridge #5 is contrary to any information we have been able to secure by solicitation from the State Highway Commission.

It would be appreciated if you could enlighten us on the accuracy of the aforementioned quote or on the subject of your plans both with respect to the ramps and the plans of acquisition of the County.

NOTED
R. L. PORTER

RECEIVED
OCT 14 1966
OFFICE OF
STATE [illegible]

Sincerely yours,

P. W. Schneider
Director

cc:
Forrest Cooper
OSGC Members

RECEIVED
OCT 14 1966

COPY

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SEP 6 - 1966
FOR FILING

Canal

September 2, 1966

Mr. P. W. Schneider
Director
State Game Commission
1634 S. W. Alder Street
Portland, Oregon

Dear Mr. Schneider:

Thank you for your letter of August 31 concerning right-of-way across Government Island for I-205.

As I have already informed you, we are proceeding with our design without an interchange to serve Government Island. The County has been informed of these intentions and, as far as I know, have raised no objections. We still feel that the plan presented to you for a strip across the end of the Island is all that will be necessary and respectfully request that you reconsider your decision.

If there is anything further that you need in the way of descriptions, et cetera, please advise and we will forward them immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:ert

cc: Forrest Cooper (Enc.)
R. L. Porter "
F. D. Morgan "
G. E. Rohde "
D. H. Moehring "
Ivan Merchant "

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

August 31, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Dear Mr. Cooper:

The Game Commission, at its meeting of August 24, 1966, considered your request to negotiate a narrow strip right-of-way across Government Island in Multnomah County. The Commission feels that certain matters need further consideration before we are in a position to negotiate.

In both of the public hearings your department held in Portland on the Interstate 205 route, the plans presented or discussed included off-ramps on Government Island and a marine park was mentioned. Since these hearings, your plans have apparently changed, but we are not aware that people in the Portland area have been advised of this change.

In this connection, recent newspaper items indicate that Multnomah County is developing park plans centering around off-ramps to the Island. We understand that the Metropolitan Planning Commission and Multnomah Planning Commission have plans geared to off-ramp installations on the Island. Apparently, there are other outdoor recreation groups interested in the recreational development of Government Island who have accepted the marine park program.

The Game Commission has no intention to inconvenience unnecessarily your freeway program. However, it feels it is not in a position to

negotiate a right-of-way until your department has more completely resolved the relationship of the freeway to our entire game management area with the local people, groups, and agencies interested.

Sincerely yours,

P W Schneider

P. W. Schneider
Director

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SEP 2 1966
OFFICE OF
ENGINEER

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RECEIVED
JUL 5 1966
FOR FILING

A-1

July 1, 1966

Mr. P. W. Schneider
Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Dear Mr. Schneider:

On June 10 Mr. Cooper advised you that the Highway Commission was considering the effect of I-205 on Government Island.

After studying all available information, they have determined that our commitments for park development in the state, and more particularly in the metropolitan Portland area, leave no room for consideration of the development of Government Island as a state park. As you know, such a project would be very expensive.

As no other agency has come up with any plans for the development of a recreational area on Government Island, we are developing our plans for I-205 without an interchange to serve the island. Even if it were our desire to construct the interchange, the Bureau of Public Roads would not approve one.

We, therefore, desire to negotiate with the Game Commission to purchase a narrow strip of right-of-way, as shown on the map recently delivered to you, for construction of our facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. A. Klabee
Assistant State Highway Engineer

cc: Commissioners
Forrest Cooper
R. L. Porter
Victor D. Wolfe
Tom Edwards
Lloyd P. Shaw
D. H. Moehring
F. D. Morgan
~~Fred~~ Johnson

L. W. Rulien

1526

RECEIVED
JUN 16 1966
FOR FILING

A 13

June 10, 1966

Mr. F. W. Schneider, Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Fort Island

Dear Mr. Schneider:

Reference is made to your May 16 letter concerning the effect on Government Island of the proposed Interstate 205 location. I understand that F. B. Klaboe of this Department discussed the matter with you and outlined the proposed freeway on plans.

At the present time, the Highway Commission has this matter under consideration but no decisions have been reached. I suggest a delay until the Commission has had sufficient time for its study and determination.

I will communicate with you as soon as I have something definite.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

RLP:ms fn

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JUN 9 - 1966
FOR FILING

FORM F-30 REV. 7-64 SP*6229-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1966

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer
D e p a r t m e n t

REFERRED TO
Cooper - Porter - Coy - Morgan
By Asst. State Hwy. Engr.
Marchant - Shaw - Rohde
Al Johnson 6-8-66

In answer to your inquiry this morning on the status of Government Island, the 1959 Legislature enacted Chapter 146 (ORS 496.420), which reads as follows:

> "Section 1. Notwithstanding ORS 496.415, the State Game Commission shall not sell or otherwise dispose of any of its interest in the islands in Multnomah County lying between the north channel and the south channel of the Columbia River, known as Government Island, Lemmon Island and McGuire Island, to any person or entity other than the United States, the State of Oregon, or a political subdivision of the State of Oregon, or an instrumentality of the United States, the State of Oregon or a political subdivision of the State of Oregon."

In 1961 Sen. Vern Cook and Rep. Benedict introduced SB 497 which would have provided for the Highway Commission to purchase Government Island from the Game Commission and to develop and maintain a state park on the island. The bill provided an appropriation of $200,000 for this purpose. This bill also would have deleted from the above statute ORS 496.420 the words "Government Island". The bill was tabled by the Senate Highway Committee.

In 1965 Rep. McKinnis and Sen. Naterlin, at the request of the Wildlife Interim Committee, introduced HJR 5 which would have directed the Game Commission to retain Government Island, to designate it as a game reservation and maintain it in a near-primitive condition. This HJR 5 died in the Fish and Game Committee to which it had been referred.

From the 1959 statute first quoted it would appear that the Game Commission has legal authority to dispose of Government Island to any public entity, including the State Highway Commission.

R. B. Sipprell
Liaison Engineer

RBS:ob

RECEIVED
JUN 17 1966

RECONNAISSANCE ESTIMATE — OREGON CHANNEL

FOR FILING — Gen. f. Island Access – ⅄ Marine Dr. — URBAN DESIGN SECTION

PROJECT: ____ ALTERNATE: ____ UNIT: Interchange II SECTION: Comp.

COUNTY: Marin DATE: June 1966 BY: JK

RIW

E & P E

ESTIMATE TOTALS:

CONSTRUCTION

GRADING	$ 430,000
SURFACING	$ 132,000
(ROADWAY 1800' ≠ MARINE DR. CONN.	
CONSTRUCT DETOURS	$
DRAINAGE & UTILITY ADJUSTMENT	$
LIGHTING & SIGNING	$ 50,000
LANDSCAPE	$
STRUCTURES (ALL) 2700' LONG	$ 2,425,000 (OREGON CHANNEL)
RIGHT OF WAY	$
OTHER	$

TOTAL: $ 3,000,000

RECONNAISSANCE ESTIMATE — Golf Island Interchange — URBAN DESIGN SECTION

PROJECT: I 205 ALTERNATE: UNIT: SECTION: Comp.

COUNTY: Marin DATE: June 1966 BY: JK

ESTIMATE TOTALS:

GRADING	$ 1,332,000
SURFACING	$ 121,000
ROADWAY = 1300'	

NOTED
KLABOE

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

3185

MAY 17 66

NOTED
R. L PORTER

May 16, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

The matter of the Government Island property and program of this Commission as it relates to elements of the Highway Commission's plans for I-205 continues to be of concern to this Commission.

You will recall that our last written communication on this subject was November 26, 1965, which you acknowledged but stated you could not, at that time, provide us with definite advice as to plans, schedules, and proposals as related to these wildlife-dedicated properties. You did indicate the advisability of discussing the matter further.

In view of the mutual importance of this problem, this Commission is of the opinion that we should proceed to confer on this subject rather promptly. Since the subject involves potential policy questions of both Commissions, I am forwarding a copy of this letter to members of our respective Commissions with the suggestion we confer jointly on this as soon as mutually convenient.

My November 26, 1965 letter indicated the lines of discussion we would like to pursue in partially resolving the potential problem as it relates to this Commission's responsibilities.

Sincerely yours,

P. W. Schneider
Director

RECEIVED
MAY 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1966
OREGON
STATE HIGHWAY COMMISSION

cc:
OSGC Members
Highway Commission Members

1526

RECEIVED
JUL 7 1966
FOR FILING

June 8, 1966

Oregon State Highway Commission

Gentlemen:

From time to time, in discussing the crossing point for I-205 at the Columbia River and also in connection with park studies, suggestions have been made that an interchange be constructed with ramps to serve Government Island, which presumably would become a state park. Government Island is now under the jurisdiction of the State Game Commission. The matter has been brought into focus by our studies of the river crossing in connection with our I-205 plans.

The attached report made to the Board of County Commissioners of Multnomah County in July 1955 has come to our attention, which contains much pertinent information. There are several features to the report which indicate that this site would not be desirable as a state park or recreational area. The cost of preparation as shown on pages 3 and 4 is extremely high and these figures being over ten years' old probably should be revised upward substantially. Also, I call your attention to a map following page 8 which indicates that a major part of the Island is flooded on a two-year interval and, on an 18-year interval, virtually none of the Island would be above water.

I transmit this information to you, as I feel that the site is not suitable for a park or recreational area. I suggest that we discuss this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
FC:fn
cc R. L. Porter
Tom Edwards
Lloyd P. Shaw F. B. Klaboe V. D. Wolfe

REPORT

To The Board Of County Commissioners

GOVERNMENT ISLAND

METROPOLITAN ENGINEER
RECEIVED
OCT 1 6 1965
Noted ☐ ☐ ☐ ☐ ☐
ME AME AME MCE

Multnomah County
Planning Commission

July 1955

CT- Hayboe
Morgan
bs-10-12-65

Board of County Commissioners:

M. James Gleason, Chairman

Al L. Brown

Jack Bain

Multnomah County Planning Commission:

Ralph Walstrom, Chairman

C. L. Eaton

Thornton T. Munger

John P. Celoria

Mrs. E. G. Chuinard

Frances B. Matthews

John D. McLeod

Dick Rushlight

Walter Ware

SUMMARY -

This report is a brief study of the possibility of the use of Government Island, in the Columbia River, as a new County Fair, State Centennial and possible Pacific International Site. Presented is a description of the island and a review of the requirements of the Fair and State Centennial.

In summation this study shows:

1. Total cost of preparing the Site would be in excess of $7,435,000.
2. The major portion is owned by the State Game Commission.
3. No highway access exists; adequate access from existing roads to the south shore of the river should be by island and the cost of such access to the island would be an estimated $4,395,000.
4. The elevation of the island at its highest point is 35 ft U.S.G.S. datum. Most of the area is from 20 to 25 ft. The 1948 flood rose to 34.8'(est.) at Ellsworth Cannery dock adjacent to the island on the Washington shore.
5. The population within 5 miles of the Island in 1950 was 61,455 or 10% of the total urban population. The total future population in the five mile area would be estimated 90,000 persons, which would approximate 9% of the urban area population.
6. The island is of adequate size; 1858 acres.

ESTIMATED COST ANALYSIS

	ITEM	QUANTITY	COST
1.	Purchase of Government Island	1,850 acres	$ 65,000.00
2.	400 acres of fill (average 12½ feet)	8,500,000 cu yds @ 25¢	2,125,000.00
3.	Water Main (to island only)		100,000.00
4.	Sewage Treatment Plant (primary type)		750,000.00
5.	Access (122-Sandy)		4,395,000.00*
	TOTAL		$7,435,000.00

* Cost would be reduced considerably if bridge elevation could be lowered. Roads, rail access, utilities, landscaping, development of the Site, and other general improvements would be added to the cost.

ELLSWORTH CANNERY DOCK

WASHINGTON

COLUMBIA RIVER

GOVERNMENT ISLAND

MARINE DRIVE

SANDY BLVD

BANFIELD

122 AVE

HALSEY

162 AVE

BURNSIDE ST

STARK ST

82 AVE

148 AVE

DIVISION ST

POWELL BLVD

TOPOGRAPHY

The average elevation of Government Island is approximately 22.5 feet. A considerable portion of the island is above 25 feet, and only in the southeast portion does the elevation exceed 30 feet. It is in this area that the highest point on the island is located (35').

The average annual flood level of the Columbia River at Ellsworth Cannery Dock is approximately 25 feet. The Ellsworth Columbia Cannery dock is on the Washington shore northwest of the island. River dams have caused the flood levels to be lowered by 2 feet. Diking or filling would be necessary to satisfactorily develop the Site for a Fair and Centennial.

Estimates of fill costs to adequately develop the site (400 acres) for a Fair and Regional Exposition are:

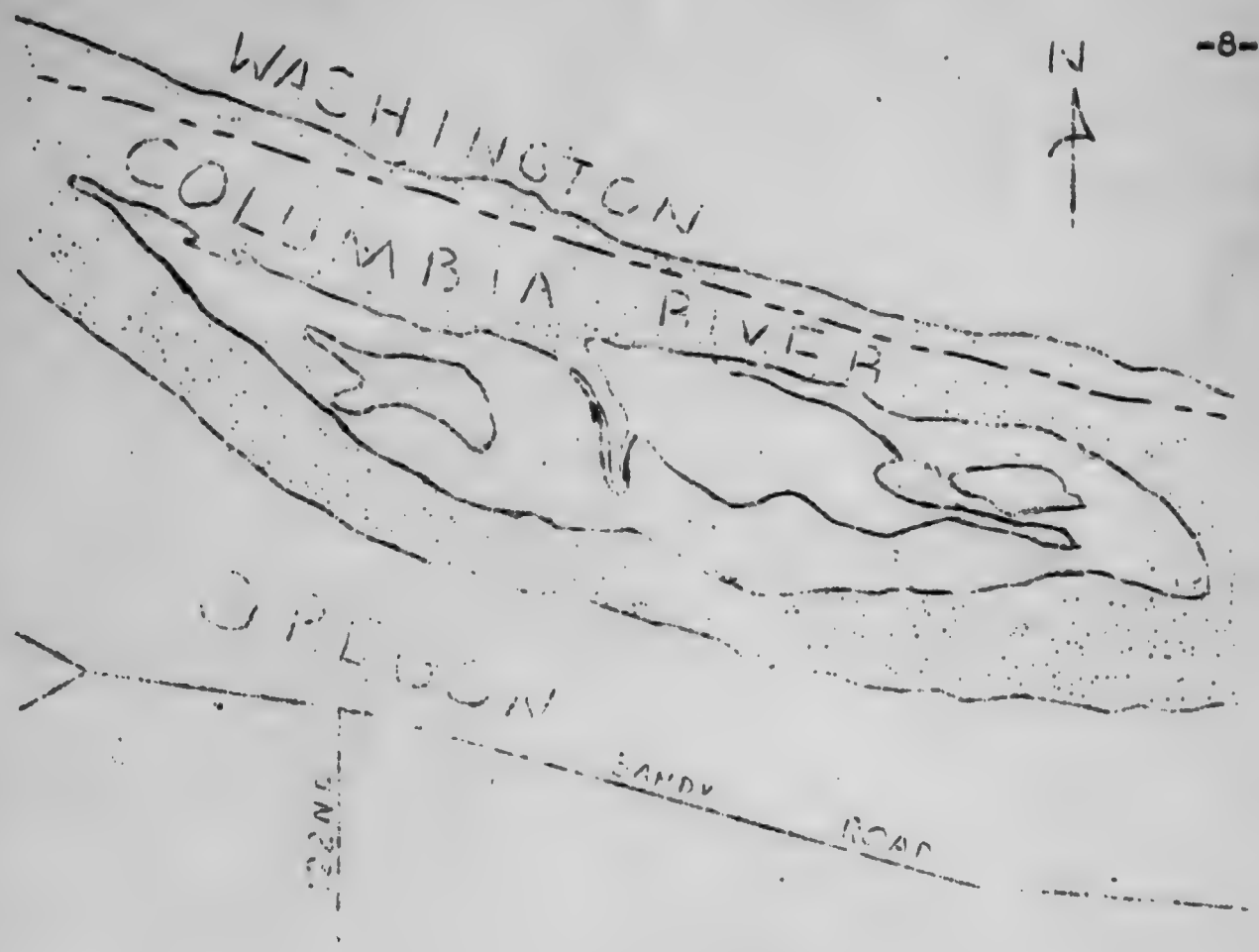
.....Cost of hydraulic fill with material within ½ mile is an estimated 25¢ per cu. yd.

.....Assuming that the average elevation of the site is approximately 22.5', 12.5' of fill would be necessary to raise the area above the level of another "1948" flood.

.....Cost to raise 400 acres 12.5 feet would be $2,125,000.00; or $5,312.50 per acre.

Expected Recurrence of Floods and Levels at Ellsworth Cannery Dock

Flood Stage 21 feet	
Every 2 years	25. feet
Every 18 years.	30.4 feet
Every 23 years.	31.1 feet
Every 31 years.	32.4 feet
Every 46 years.	33.0 feet
Every 92 years.	35.7 feet

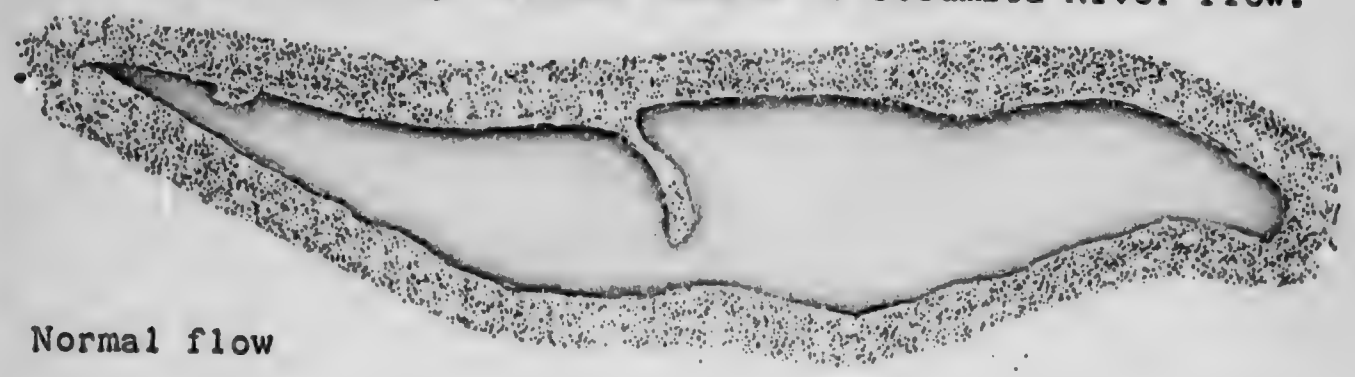


SOIL -

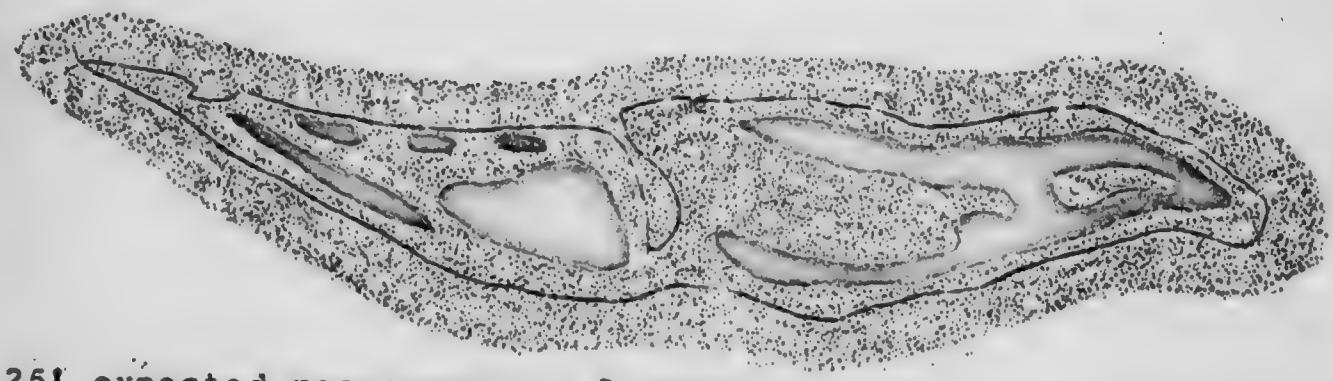
The soils comprising the major portion of Government Island are either of the Columbia or Sauvie series. The northeastern and southern fringes are classified as riverwash and are unstable. The Columbia series is more favorable for foundations than the Sauvie, however a high water table will adversely affect both. Sauvie is a heavier soil than Columbia and drainage may become a serious problem. Both the Columbia and Sauvie series exist at a possible site of the Fair and Centennial. The following table illustrates the relative adaptability for building purposes of the two series:-

GOVERNMENT ISLAND

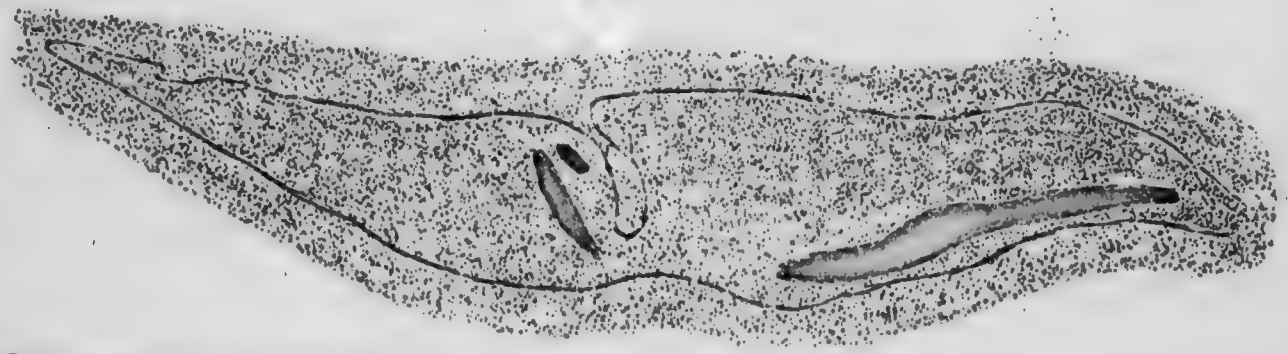
Site as affected by various levels of Columbia River flow.



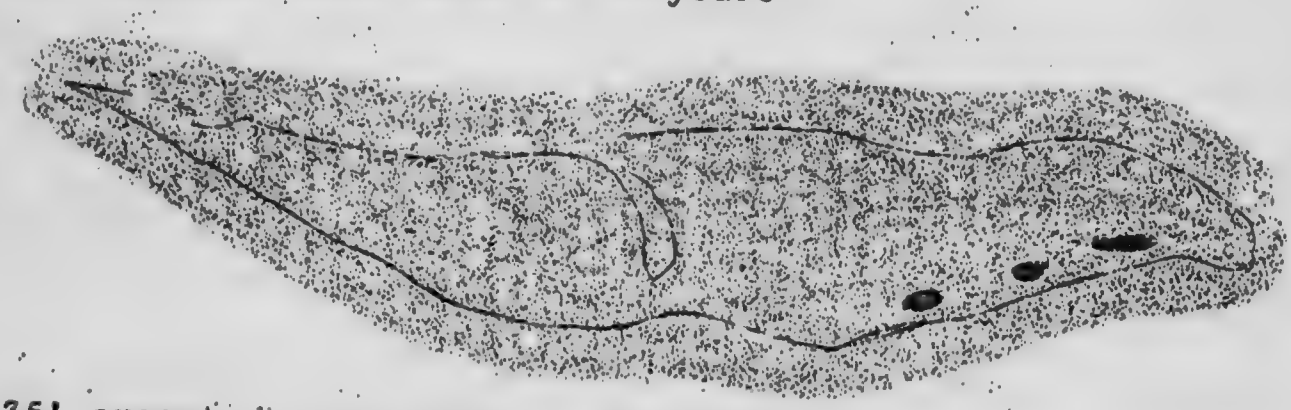
Normal flow



25' expected recurrence -- 2 years



30' expected recurrence -- 18 years



35' expected recurrence -- 92 years

Figures indicate height of the Columbia River at various stages of flow. Colored area represents general area not inundated.

SERIES	TONS SUSTAINABLE PER SQUARE FOOT*	VARIABLE CONDITIONS
Columbia	3 to 6	when water table is not a critical factor
Sauvie	not above 1	may go to 2 or 3 on individual tests

* Figures are estimates and may be modified by local soil conditions. Both soils provide substandard foundation conditions and may require piling in order to avoid excessive settling.

ACCESS -

Highway

Access by highway would have to be developed from the south shore (Marine Drive) to the Island by means of a bridge. A causway would not be feasible in this location. A great amount of water during flood stage passes through the south channel, and such a causeway would divert this water to the north channel, producing extreme erosion of the north shore of the island, and the Washington side of the Columbia. A three lane bridge would cost an estimated $3,774.000.

The best apparent connection to this bridge should be made to N. E. 122nd Avenue and Sandy. Such a connection would cost an additional $621,000.

The Morrison street bridge has been suggested as a possible span to provide access to the island. This may be the most economical bridge to build, but would render limited service because it has only three lanes. If any meeting place is provided on the Island that would hold 9,000 spectators it would take a minimum

of one hour to discharge all the people onto the mainland. This would assume a Cloverleaf approach at Marine Drive.

Estimated Cost of Providing 3-lane Access to Government Island is

Right of Way	$ 12,000.00	
Grading (including undercrossing of Col.R.Hwy. and U.P.R.R.)	60,000.00	
Crossing of 2 sloughs	50,000.00	
Base Rock	34,000.00	
Paving	45,000.00	
Under crossing Sandy and U.P.R.R.	200,000.00	
Approaches to Bridge (approx. 800')	220,000.00	671.000
Bridge		
5 New Piers	1,000,000.00	
2 End Abutments	180,000.00	
Move Morrison Bridge	232,000.00	
Swing Span (Piers, Fenders & etc.)	250,000.00	
Swing Span - Equip (new)	150,000.00	
Additional Structure (approx. 1300 ft.)	1,712,000.00	
Clover-Leaf Approach at Marine	250,000.00	3,774,000.00
	$ 4,395,000.00	

Approx. Length of Bridge - 2200 ft.

Approx. Length of Roadway - 4600 ft.
(50 foot Roadbed) 6800 ft.

length - 6 th

2 Draw 35 ft
135
918

22.00
14
00
88
00
220
80
30

RAIL -

If rail service is desired, such facility would meet access problems similar to those for a highway. The closest connection would be made to the Union Pacific Line just north of Sandy Blvd. A fill 4,000 ft. long would be necessary from Marine Drive to the connecting point. Cost estimates are being prepared by the Union Pacific Railroad Company and are not available at this time.

SEWAGE DISPOSAL -

A primary sewage disposal plant would need to be developed on the site to provide sanitary facilities. A sewage disposal plant to accommodate 50,000 persons would cost an estimated $750,000.

WATER SUPPLY -

The most adequate available water supply for the Island would probably be an extension of the existing Bull Run supply from the Parkrose district. An 18 inch line which would serve the requirements of the site would cost an estimated $100,000 for the 6000 foot run necessary.

WEATHER -

An analysis of the climatic conditions of the area, using the Portland International Airport as the station, suggests that the major factor which may be critical is that of temperatures low enough to produce fog. The airport averages 131 days of fog per year as compared to 52 at the city station.

Fog is recorded in all months of the year with the most intense occurring in the Spring and Fall. It may also be noted that fog during the morning hours is more prevalent than during the hours before midnight.

II SUITABILITY

1. Ownership

The land comprising Government Island is in three ownerships:

One private owner	-	220 acres
School Dist. #7	-	frac. acre
State of Oregon	-	1630 acres

2. Acquisition Costs

Total assessed valuation of the island is $35,770 or $19.40 per acre. If assessed valuation is 55% of true value, acquisition cost would be approximately $65,000.

3. Population

According to the U.S. Census of 1950, there were 7,007 people in Oregon living within a three mile radius of the island; 1.17% of the total urban population. 61,455 in Oregon lived within five miles or 10% of the total urban population. For comparison, 23% of the population was within 3 miles of the East Vanport Site and 38% within 5 miles.

If the area within 5 miles of Government Island were filled to its population capacity it would hold an estimated population within the urban area by 1980.

III SITE REQUIREMENTS

1. County Fair
   a. Solid foundation
   b. Highway access
   c. Topography favorable
   d. Hazard free
   e. Close to population concentration
   f. Best available climate
   g. Minimum conflict with surrounding area
   h. Low acquisition cost
   i. Central location for participants
   j. Adequate site size - 175 acres
2. Regional Exposition
   a. Site size of 400 acres
   b. Highway access
   c. Solid foundation
   d. Topography favorable
   e. Hazard free
   f. Close to population concentration
   g. Low acquisition costs
3. Pacific International Livestock Exposition
   a. Site size of 44 acres or more
   b. Rail access
   c. Highway access
   d. Close to stockyards
   e. Removed from complaint area
   f. Solid foundation

65 216

RECEIVED
DEC 8 - 1965
FOR FILING

BV
May 10, 1966

December 6, 1965

BV 4-6 5/16

Mr. P. W. Schneider, Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Dear Mr. Schneider:

Reference is made to your November 26 letter concerning the effect of Interstate Route 205 on Government Island. Because of the uncertainty and lack of a definite location, the Highway Commission has not as yet contacted your Commission. Until concurrence from the State of Washington and approval from the Bureau of Public Roads have been received, we can discuss the matter only in general terms.

Attached is a sketch map showing a possible location for this route. We believe that something in this vicinity will ultimately be approved. Certainly very little shift westerly is possible without infringing on flight patterns of the Portland International Airport.

As soon as location matters are finalized, a representative of the Department will be glad to meet with you to endeavor to work out something that will be in line with the best interests of both the Game and the Highway Commissions

If in the interim you feel that a discussion of this matter is in order, let us know and we will confer with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter - with file for BU
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson

RLP:ms FC:fn

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

November 26, 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Re: I-205 Effect on our Government Island
Game Management Area

Referring to numerous informal discussions between our departments over a period of several years and supplementing our letter of November 16, 1964, we are again requesting information on the I-205 right-of-way boundaries and taking schedule.

As a result of your recent announcements, there is serious concern on the part of this Commission as to your intention with regard to our Government Island project. As previously and frequently stated, construction of this freeway across Government Island will likely make untenable the future operations of our Government Island Game Management Area for its dedicated purpose. If this proves to be the case, an exchange of this property for a suitable replacement has been informally suggested from time to time as a solution to our problem.

Some time ago, in response to a verbal request from your department to locate and identify a suitable replacement for the Government Island Game Management Area, we selected Deer Island in Columbia County, which is in one ownership. The owner advertised Deer Island for sale in a Portland newspaper on Sunday, November 21, 1965.

In view of the fact this Commission has not, at this point, received any formal advice from you as to your plans and the necessity for this Commission to consider this matter most carefully, it is urgent that at your earliest convenience we have some positive expression of intent

on the part of the Highway Commission. Our operations likewise require long-range planning and budgeting so that any early information you can provide us becomes essential in our management of this area.

Sincerely yours,

P. W. Schneider

P. W. Schneider
Director

cc:
OSGC Members

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NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 29 1965
OREGON
STATE HIGHWAY COMMISSION

COLUMBIA
WASHINGTON
OREGON
RIVER
Lower Point
Lemon
Island
Sand Island
Bell Worth
Bissell Landing
GOVERNMENT
AIRPORT
LOMBARD
DRIVE
HOLMAN
Columbia
Parrose
UNION
16
47
42
37
38
40
9
55
56
10
11
15
14
41
43
2850

8.52b

File: I-205

9-30-65

MR. CHAIRMAN, MEMBERS OF THE HIGHWAY COMMISSION.

My name is David Eccles. I am Chairman of the Board of County Commissioners of Multnomah County.

It is well known to you and to the general public that Multnomah County, sometime ago, approved the proposed 96th Avenue Routing for I-205.

This unanimous attitude of the governing body of this County has not changed. We wish to again go on record at this time in favor of what is known as the 96th Avenue Corridor for I-205, but we also wish to take this opportunity to discuss two very important features of the proposed construction.

In the recent past, we have had before us more than one possible routing of this Freeway in the vicinity of the existing Banfield Freeway. We are extremely concerned about the routing of this section of the Freeway, since access and egress for this densely populated area is of utmost importance for the general utilization of this transportation facility. After examining each of these proposals in this vicinity, it is our recommendation that this section of the Freeway cross N. E. 102nd Avenue in the vicinity of N. E. Sacramento Street, at which point an Interchange could be constructed to serve the public in this area, and that the I-205 Freeway cross the existing Banfield Freeway in the vicinity of the intersection of N. E. 109th Avenue and Fremont Street, and proceed from there in a Northerly direction to the Columbia River. This Metropolitan Area would, in our opinion, be best served with this location of I-205.

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

10-1-65
ecbis to
Wolfe

Secondly, we also wish to bring to your attention the unanimous feeling of the Board of County Commissioners that a Freeway Interchange must be constructed on Government Island. No doubt exists about the development of Government Island into the largest recreational area in this part of the State, but the success of this development is almost entirely dependent upon this availability to the motor vehicle. For this reason, we must insist that an Interchange be provided where I-205 crosses the west end of Government Island.

It is the sincere desire of the Board of Commissioners of Multnomah County to work with the Highway Commission in the development of a comprehensive transportation system for this area. We realize that there are many complexities involved in the location of a Freeway in a Metropolitan Area, and we at all times are ready to work closely with you for the development of a location for this Freeway, which will best serve this Metropolitan Area.

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OREGON
STATE HIGHWAY COMMISSION

9-30-65

1977 S. Baker Int.-Encina Int. 8527
Sec. of Old Oregon Trail.
(Paving)

* U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

1527

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9 - 2 - 7'

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Baker	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
9-5-79	David B. Carter, Area Engineer		IR-80N-7(51)305

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
3-3-78	8-18-78	$\frac{159}{100}$ = 159%	100 calendar work days

APPROVED EXTENSIONS	LOCATION
None	Westbound lanes of I-80N from about 1 mile south of Baker, southerly 6.7 miles to Encina

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTH BAKER-ENCINA SECTION
OLD OREGON TRAIL
Paving

This project provided for the resurfacing and other related work on the westbound lanes of Interstate I-80N(I-84) in the vicinity of Baker, Oregon.

The contractor used 159 calendar work days to complete the work. The contract provided 100 calendar work days. The contractor was assessed 59 days of liquidated damages at the specified rate of $150 per day for total charge of $8,850.

The final amount of the original contract items was $920,710.26. The contract bid amount was $971,042.50. The final project cost, including engineering and all changes, was $1,016,833.66.

All participating work has been completed.

All necessary signing and striping has been completed.

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STATE HWY ENGR
SEP 11 '79
REFER TO
Keasey
FOR
Info | Ayres | R/D | [illegible] | [illegible] | A-1 | File

9-11 cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B. Carter		SIGNATURE: G. K. Hossner	
TITLE: Area Engineer	DATE: 9-5-79	TITLE: Field Operations Engineer	DATE: 9-5-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★	COUNTY	FEDERAL PROJECT NO. ★	URBAN ( ) ★ RURAL (X)
Oregon 8527	Baker	IR-80N-7(51)305	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED ★ July 11, 1977
20	FINAL CONSTRUCTION COST★	DOL.	$921,033	0	DATE COMPLETED ★ March 3, 1978
21	LENGTH OF PROJECT	MILES	6.677	0	TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor — See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD A

30	LABOR ★ *(Roadway and Bridges Combined)*	TOTAL MAN HOURS 8290	GROSS EARNINGS 95447

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	298215	
	9	PETROLEUM PRODUCTS ★	GAL.	66571	
	1	CEMENT	BBL.	910	
CARD C	2	AGGREGATES PURCHASED	TON.	54500	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	618747	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	14,888	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD H	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
	6	CORR. STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS — REVIEWED BY: — DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8527

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8527

Salem, Oregon

July 16, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: S. Baker Int.-Encina Int.
FAP No. IR-80N-7(51)305
Contract No. 8527
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

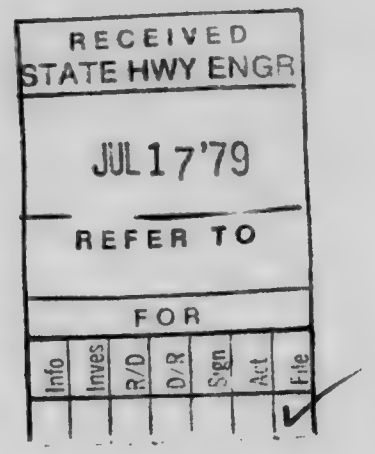
Recomputed price adjustments for the non-spec Class "C" and "E" A.C. mixtures incorporated into this project are not required per our March 1979 agreement with FHWA.

The normal price reduction procedures were not considered sufficient to provide a sufficient basis for acceptance. Reduction in prices based on estimated percent loss in service life were therefore used.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Bob Church/Att.
John Jenkins
W. E. Schwartz
Joe Schlieski
Jim Kinns
Test File



8527

DEPARTMENT OF TRANSPORTATION

Oregon State Highway Division

Victor Atiyeh
GOVERNOR

June 13, 1979

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Babler Bros. Incorporated
Post Office Box 02008
4716 S.E. Milwaukie
Portland, OR 97202

Gentlemen:

Re: S. Baker Int.-Encina Interchange
Contract No. 8527
N. Unit, Lake Abert-Valley Falls
Contract No. 8606
Reductions in Price for State's Acceptance
of Nonspecification A.C. Mixtures

Following are the findings of our review of test results and the basis for reductions in price requested at the December 4, 1978 meeting with Gale Schwiesow and Truman Bishop.

The reduction in prices recommended by our Engineer of Materials for the S. Baker-Encina Interchange project were based on the findings obtained from a 1976 investigation of Baker area gravels. Various types of pavement deterioration on projects requiring extraordinary maintenance and/or construction overlays within 50% of their design life caused this investigation to be made.

In reviewing the records of 12 paving projects constructed between 1967 and 1976 a correlation between the percent passing #10 sieve gradation and service life was evident.

For the dense graded Class "B" and "C" mixtures nearly 100% design life was obtained on those projects with 24% or less passing the #10 sieve while those with 45% passing the #10 sieve required replacement at 40% of their design life. Loss in service life was further reduced when the percent passing #200 exceeded specification limits.

For the open graded "Class E" mixtures, it was found the design properties were retained at the 15% passing #10 sieve. The reduction in service life increased to a total loss in design serviceability when the passing #10 sieve reached the 30% level. These reductions are illustrated by the attached graph.

The tests on Baker gravel aggregates indicated they have a plastic non-durable coating which results in poor asphalt-aggregate adhesion and reduced mix cohesion. Trial mixes using our standard specification gradations were found to result in unusually low void contents which prevented an adequate asphalt film thickness necessary to obtain the design level of durability.

Sufficient asphalt film thickness and void contents were obtained, however, on trial mixes using the 24% and 15% passing #10 sieve limitations.

These findings resulted in the modifications contained in the special provisions for this project which included:

1. Scalping on 3/4" screen to provide 100% crushed course and fine aggregates.
2. Requiring the materials passing the #200 sieve to comply with plastic index requirements.
3. Removal of the plastic nondurable coating per the dust coating requirement.
4. Reducing the broad band percentages for passing the #10 sieve from the 21-41% to 16-24% for the "Class C" mixture and the percentage passing #200 from 2-7% to 2-6%.

The standard requirements for the Class "E" mixture, with its reduced 5 to 15% passing #10 gradation, was specified.

Of the 17,126.6 tons of Class "C" mix incorporated into this project, 8,715.18 tons (51%) did not comply with the specified gradations; 6,200 tons (72%) of this non-spec mixture did not comply with the specified broad band limits for the passing #10 and/or passing #200 sieves which our investigation determined necessary to obtain the desired service life using these gravels. The deviations indicated by the field test results were confirmed by the cores cut from the roadway.

In view of the extreme variation from the specification limits and the excessive quantities of material considered beyond substantial compliance, twice our normal reduction in price for acceptance of the nonspecification material was recommended by Jim Wilson. This reduction amounted to a total of $4,051.20 or an average of $0.465/ton of nonspecification Class "C" mixture. For the 6,200 tons of mix which did not comply with the broad band limits, the reduction ranged between $0.01/ton and $2.09/ton and averaged $0.50/ton.

Using the loss in service life basis (40% service life at 45% passing #10 and 100% service life at 24% passing #10) the reduction in price would amount to a total of $6,541.63 or an average of $0.75/ton. The reduction in service life varies between 3% to 28.6% for an average of 12.6% for the 6,200 tons of Class "C" which did not comply with the broad band limits. This reduction would range between $0.01/ton to $3.73/ton for an average of $0.93/ton. With the indicated loss in service life, the assessment of twice our standard guideline procedure is certainly conservative.

There were 18,888.8 tons of Class "E" mix incorporated into this project of which 14,604.4 tons (77%) did not comply with the specifications.

A 25% reduction in price, based on the total cost of mixture including the asphalt and cement in the mixture, was recommended by Jim Wilson for the 6,312.3 tons placed on October 3, 11 and 12. The percent passing #10 sieve ranged from a low of 13% to a high of 30% and averaged 24.2% for the material produced those three days. The reduction in price for this material amounted to $3.45/ton for a total of $21,763.30.

Based on the loss in service life (0% at 15% pass #10 sieve and 100% at 30% pass #10 sieve) the reduction for these three days would amount to $42,818.54 for an average of $6.78/ton. The reduction in service life ranged between 0% to 100% and averaged 48.7%. The average for materials produced October 3 was a reduction of 27.3% for $3.81/ton. Materials produced October 11 had an average reduction of 83.3% for $11.60/ton. Those produced October 12 averaged 61.4% reduction in service life for $8.55/ton.

A 10% reduction in price was recommended by Jim Wilson for the 3,612 tons of Class "E" mix produced on October 17-18, 1977. This reduction amounted to $5,047.17 for an average of $1.40/ton.

The pass #10 sieve for those two days ranged between 15% and 18%. The reduction in service life varied between 0% and 20% with an average of 10.9%. Based on this loss in service life the reduction in price would be $5,473.82 for an average of $1.51/ton.

The 4,680 tons of non-spec materials produced on October 4, 5, 6 and 14 was reduced in price in accordance with our standard procedure. This amounted to $795.28 for an average of $0.17/ton.

The attached summary for the reduction in prices for the acceptance of the non-spec Class "C" and Class "E" mixtures based on the calculated loss of service life emphasizes how conservative the assessed reductions are. They only amount to 56% of the amounts based on loss of service life.

Gale Schwiesow questioned our basing the reduction-in-price for the non-spec Class "E" mixture on the total cost of the mixture including its asphalt and cement content. There are two reasons for this - (1) The total cost to us includes the asphalt and cement that represents our replacement cost, (2) The asphalt content is one of the most critical constituents of the mixture - regardless of whether the asphalt complies with specifications. If the asphalt per se did not comply with specifications, there would be an additional reduction-in-price.

The review of the field and laboratory test results and specification limits on the N. Unit, Lake Abert-Valley Falls project has been completed as requested.

The variation between the 12 laboratory check test results and field tests on the passing #200 sieve averages a minus 0.4%. Applying this correction to the nine test results for which a reduction was made would reduce the reduction in price by $113.75.

The field made a mathematical error computing the tolerances allowed for the passing ¼" sieve. The tolerances used were 52-63% instead of the 52-64% which should have been used. Making this correction as requested, 2 test results would be affected which would decrease the reduction in price by $48.02. Including the $113.75 reduction for correction to the passing #200 sieve, the total decrease in the reduction-in-price would be $161.77. This would decrease the amount on Price Agreement No. 7, submitted for your signature, from $6,055.42 to $5,893.65. A tabulation of affected tests is attached.

Gale's request that payment be made for the 640 tons of A.C. required to level up the panel adjacent to the rejected non spec material is denied. It was by your instructions that the questionable non-spec material was paved over. This was done despite the Resident Engineer's instructions not to do so. In doing so, you eliminated your alternative of removing and replacing the layer of non-spec material. Had the alternate method been followed, the additional 640 tons of A.C. would not have been required.

Our review indicates we were very conservative in our determinations of the reductions-in-price for acceptance of the nonspecification materials produced by you for these two projects. Other than decreasing Price Agreement No. 7 by $161.77, no other action is considered justified. Should you have any further questions regarding this matter, please contact us.

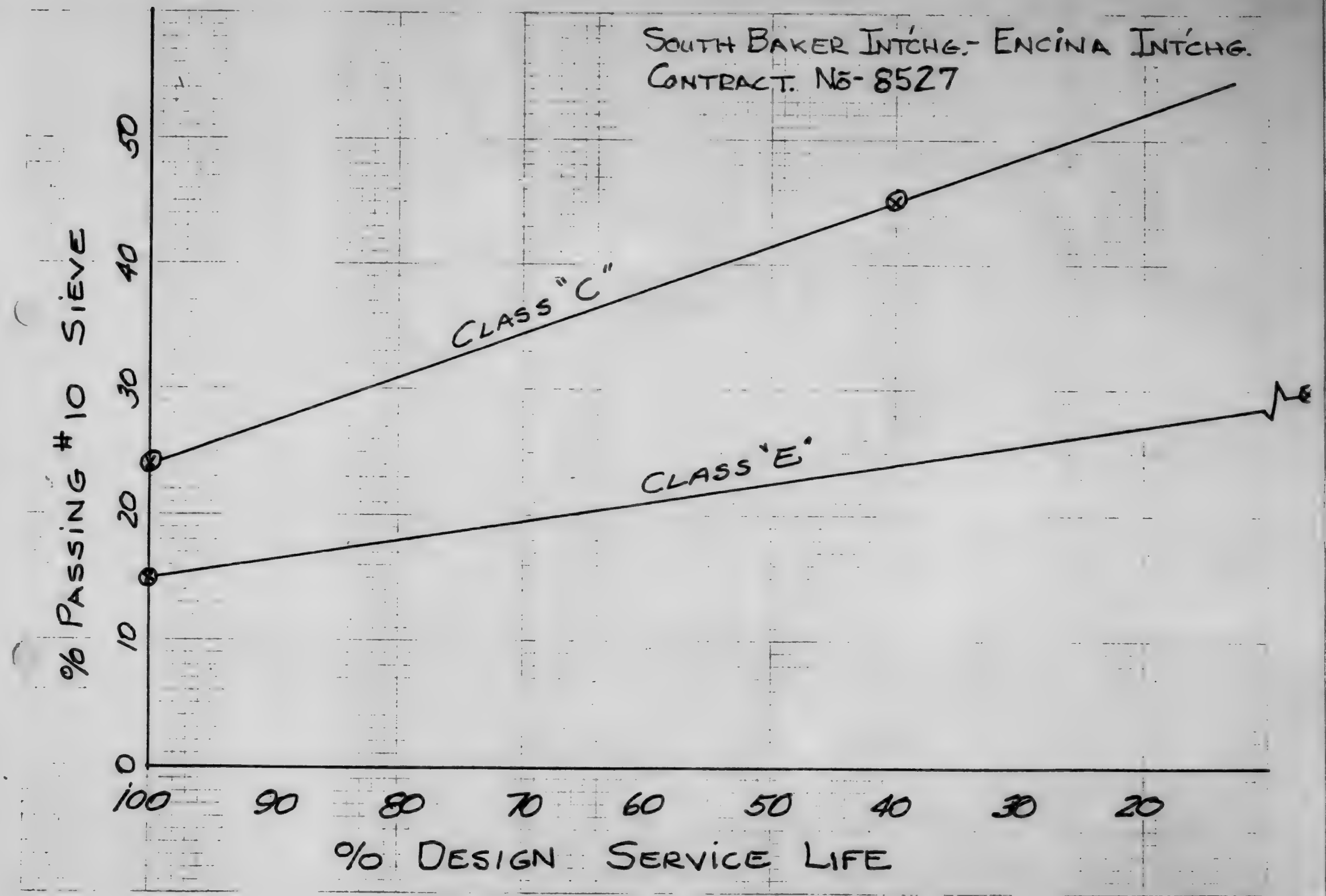
Very truly yours,

C. T. Keasey
Assistant State Highway Engineer

MDG:fr
Attachments

bc: H. S. Coulter
John Jenkins
W. E. Schwartz
Dale Allen
Joe Schlieski
Wayne Cobine
Test Files (2)

SOUTH BAKER INTCHG.- ENCINA INTCHG.
CONTRACT. NO- 8527



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KEUFFEL & ESSER CO. MADE IN U.S.A.

Form 61-734-3648X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

N. Unit, Lake Abert - Valley Falls
Contract No. 8606
Corrections to A.C. Reduction in Price

			Tons	Aggregate		Revisions				Net Chg.	
Date	Test No.	% Asphalt	Mix Used	% in Mix	Tons in Mix	% Pass ¼"	Tons Pass ¼"	% Pass #200	Tons Pass #200	%	Tons
1978											
5-8	25	6.96	717.99	93.04	668.02	-1.0	6.68	-0.4	-2.67	-1.4	- 9.35
	26	"	19.42	93.04	18.07	-1.0	0.18	-0.4	-0.07	-1.4	- 0.25
5-9	28	6.47	378.58	93.53	354.09	-	-	-0.1	-0.35	-0.1 .	- 0.35
	30	"	1,215.78	93.53	1,137.12	-	-	-0.3	-3.41	-0.3	- 3.41
5-10	31	6.72	126.47	93.28	117.97	-	-	-0.3	-0.35	-0.3	- 0.35
5-15	46-C	6.39	1,432.39	93.61	1,340.86	-	-	-0.2	-2.68	-0.2	- 2.68
5-30	66	6.60	527.17	93.40	492.38	-	-	-0.4	-1.97	-0.4	- 1.97
5-31	69	6.30	478.57	93.70	448.32	-	-	-0.4	-1.79	-0.4	- 1.79
	70	"	789.32	93.70	739.59	-	-	-0.4	-2.96	-0.4	- 2.96
					Totals	-2%	6.86	-2.9%	-16.25	-4.9%	-23.11

	-	6.86 Tons @ $7.00/ton =	$ 48.02	Correction % Pass ¼"
	-	16.25 Tons @ $7.00/ton =	$113.75	" % Pass #200
Total	Net -	23.11 Tons @ $7.00/ton =	$161.77	Total Correction

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

CLASS "E" Mix

S. Baker Int.-Encina Interchange
Contract No. 8527

BASED ON LOSS OF DESIGN LIFE						PRICE AGREEMENT NO. 10		
DATE 1977	Range % Loss in Serv. Life	Average % Loss Serv. Life	Tons Accepted	Reduction in Price	Average Cost/Ton Reduction	Recommended Reduction	Reduction in Price	Average Cost/Ton Reduction
10-3	0-40%	27.3%	2,860.74	$10,886.40	$ 3.81	25%	$ 9,863.10	$ 3.45
10-11	73.3-93.3%	83.3	795.12	9,220.56	11.60	"	2,741.37	3.45
10-12	20-100%	61.4	2,656.47	22,711.58	8.55	"	9,158.82	3.45
	Sub-Total		6,312.33	$42,818.54	$ 6.78		$21,763.30	$ 3.45
10-17	6.7-20%	13.6%	2,700.73	$ 5,098.58	$ 1.89	10%	$ 3,773.83	$ 1.40
10-18	0-6.7%	3.0%	911.26	375.24	0.41	"	1,273.34	1.40
	Sub-Total		3,611.99	$ 5,473.82	$ 1.51		$ 5,047.17	$ 1.40
10-4, 5, 6 & 14	None		4,680.07	$ 795.28	$ 0.17	Standard	$ 795.28	$ 0.17
Total - Class "E" Mix			14,604.39	$49,031.64	$ 3.56		$27,605.75	$ 1.89
			CLASS "C" Mix					
9-23	2.9-28.6%	13.4%	2,665	$ 4,847.20	$ 1.82	2 x Stand.	$ 1,876.32	$ 0.70
9-24	0-14.3%	5.7%	1,603	1,242.80	0.775	"	628.32	0.39
9-27	-	-	1,443.8	751.68	0.52	"	757.68	0.52
9-28	-	-	449.79	6.72	0.015	"	6.72	0.015
9-29	-	-	1,565.59	642.40	0.41	"	642.40	0.41
9-30	-	-	988	145.16	0.15	"	145.16	0.15
Total - Class "C" Mix			8,715.18	$ 7,636.86	$ 0.88		$ 4,051.20	$ 0.465
Total - Class "E" & "C"			23,319.57	$56,668.50	$ 2.43		$31,656.95	$ 1.36

8527

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros, Inc.

Copy
to file

Gentlemen:

We have received safekeeping receipt 154339 for TCD 390967 for $2,000.00 maturing September 25, 1978. This replaces receipt 154303 for $36,000.00. The $34,000.00 released reduces the deposit on contract 8606 to $1,000.00.

There are no other changes in allocation at this time.

You were previously notified of the release of $1,000.00 on Contract 8527.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev. 7-77)

8527

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.
Contract 8527

Gentlemen:

This project has been finalled. The $1,000.00 securities on deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

8527

August 23, 1978

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On August 21, 1978, we wrote to you concerning release of final payment on Contract No. 8527 awarded to Babler Bros., Inc., for paving on the S. Baker Interchange-Encina Interchange Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $6.80 and the total contract amount is $911,920.37. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8527

9

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem OR 97301

DATE: July 24, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon IR-80N-7(51)305
S. Baker Interchange-Encina Section
Price Reduction-Non Specification
A. C. Mixtures

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

We have reviewed and concur in the price reduction for acceptance of the Non-Specification asphaltic concrete mixtures for this project as submitted with your memorandum of July 5, 1978.

G. K. Hammer
for G. L. Green

FILE
STATE HWY. ENGR.
REFER TO

8527
cy

Yellow file copy

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: July 5, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: S. Baker Interchange-Encina Section
Old Oregon Trail Highway
FAP No. IR-80N-7(51)305
Contract No. 8527
Reduction in Price for Acceptance of
Non-Spec A.C. Mixtures
Your Reference No. HB.4-OR

Project review and proposed reduction in price for acceptance of non-spec Class "C" and "E" mixes has been made in accordance with your November 18, 1977, request.

The surface characteristics of the Class "E" mixture was determined by measuring its skid-resistance values and review of recompacted void content of cores.

The SN40 values ranged from 56.2 to 62.5 and compare favorably with the average of 58.3 obtained on Class "E" mixes statewide. Void contents of the top one-inch of the surface ranged from 2.9% to 9.1% and averaged 5.7%. Void contents in the lower one-inch of the surfacing ranged from 4.2% to 9.6% and averaged 7.8%. Design void content was 7.1%. While resistance to surface flushing has been reduced due to non-compliance with design gradations, these percentages of voids are not considered critical and do not justify complete rejection and/or removal of this material.

Test results of both 4 inch and 6 inch cores taken throughout the project were reviewed by Jim Wilson, Materials Engineer, for structural characteristics. A reduction in price, based on Jim's recommendations, has been determined which substantially exceeds that based on our normal procedure.

Using our normal procedure, the reduction in price would be $9,286.81 as follows:

1.	Class "C" Mix - gradation and asphalt content	$ 2,025.60
2.	Class "C" Mix - low compaction	980.25
3.	Class "E" Mix - gradation	6,280.96
	Total	$ 9,286.81

Based on the reduced C.B.E. values as determined by Jim Wilson, the reduction in price would be $32,637.20 as follows:

1.	Class "C" Mix - twice the normal price reduction	$ 4,051.20
2.	Class "C" Mix - low compaction	980.25
3.	Class "E" Mix - 25% reduction for mix produced October 3, 11, and 12, 1977	21,763.30
	- 10% reduction for mix produced October 17 and 18, 1977	5,047.17
	- Standard reduction for mix produced October 4, 5, 6 and 14, 1977	795.28
	Total	$32,637.20

Copies of core results, Jim Wilson's recommendations and computations for price reduction are attached.

Your concurrence with this reduction in price and acceptance of the contract work is requested.

We, too, are very much concerned with the quality control problems encountered in the production of A.C. mixtures. Remedial action to rectify these problems has been taken.

Stricter compliance with specification requirements is being emphasized. Guidelines for acceptance and rejection of materials have been revised to reduce the quantities of non-specification materials being accepted. The reduction in price for acceptance of non-spec materials which are suitable for the use intended has been increased. Special meetings have been held with Region and Resident Engineers to emphasize that the guidelines are the minimum actions to be taken and that even stricter actions may be necessary to insure minimal quantities of materials are accepted.

As you are aware, we have suspended the use of Class "E" A.C. mixes and have an in-depth review of the problems encountered under way.

MDG:fr jj
Attachments
cc: C. T. Keasey
John Jenkins, w.att.
W. E. Schwartz, w/att.

bc: Bob Church
Joe Schlieski

FORM NO. 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

February 17, 1978

FROM: John C. Jenkins
Engineer of Materials & Research
By
James I. Wilson, Jr.
Materials Engineer

SUBJECT: Pavement Core Testing,
S. Baker Int.-Encina Int.

TO: J. A. Schlieski
Resident Engineer

Testing has been completed on asphalt concrete cores sampled to represent each day of paving on the S. Baker Int.-Encina Int. project. Gradation, asphalt content, stability, void content, compaction and recovered asphalt viscosity tests have been made on the Class "E" surfacing and Class "C" leveling from each of the nine areas sampled.

Our review of the nine tests for Class "E" mix show that eight have excess fine material, all asphalt contents are within tolerance, all stabilometer values are satisfactory, six have low compacted void content and two have softer asphalt than expected for AR4000. Based on the above test and prior field and laboratory tests, we are of the opinion that long range pavement serviceability in terms of durability, skid resistance, water runoff and resistance to surface flushing has been reduced considerably from gradation noncompliance. It is our recommendation that a price reduction of 25 percent for the cost of mix and asphalt contained in the mix be assessed for paving on October 3, 11 and 12. For paving on October 4, 5, 6 and 14, the standard guideline assessment should be applied and a 10 percent price reduction be made for paving on October 17 and 18.

The tests for the nine areas of Class "C" paving indicate that eight have excess pass #200 and/or #10, three have excess asphalt, all stabilometer values are satisfactory, three have low compacted void content, three have slightly softer asphalt than expected for AR2000 and three have low level compaction. The gradation deficiencies, particularly those outside the specification broad band range, have resulted in a reduction of asphalt film thickness, asphalt-aggregate adhesion and resistance to pavement deterioration. It is our opinion that the resulting reduced pavement serviceability will require an assessment for specification noncompliance for "C" mix of at least twice that determined by the standard guideline procedure.

cc: C. T. Keasey
W. E. Schwartz

Page lot 2

Form 81-754-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-1024
Data Sheet No. 01521
Prefix 601-1092
Laboratory charge 442.50

Test# 20
Bituminous Cores Lift# Top

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 140+00 W.B. 6' Rt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented
Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 93 P #40 - 9
P 3/4" - P 1/4" - 69 P #200 - 5.3
P 1/2" - 100 P #10 - 21 Asphalt Content - 5.8+.02Rd.
Moisture content at time of extraction - 0.72 % : 60%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.43

Bulk Specific Gravity, 1st Comp: 2.21	2nd Comp:	2.28
Hveem "S" Value " : 31	" :	45
Hveem "C" Value " : —	" :	—
% Voids (Rice Method) 9.1	" :	6.2

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 40
Kinematic Viscosity @ 275° F. 340
Absolute Viscosity @ 140° F. 3423
RG.- 2.41 2.45

Test results from 4" diameter cores.	Surface 1.0"	2nd 1.1"	Surface 1.0"	2nd 1
Bulk specific Gravity in place:	2.05	2.02	Recompacted: 2.34	2.3
Hveem "S" Value " :			" :	
Hveem "C" Value " :			" :	
% Relative Compaction			% 87.6	90.
% Voids (Rice Method) In Place	14.9%	17.6%	% 2.9	9.0

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X W. Moore
- X Jackmond
- X Babler Bros. Inc.

For Class "E" design #77-10918 with job mix tolerances:
1. 5% excess pass ¾", 6% excess pass #10.
2. stability is at a satisfactory level. Void content is l
3. Asphalt is aged to the expected consistency for Shell A 4000.
4. Core compaction is at a satisfactory level. Core void content is low.

John C. Jameson

Form 8-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1024
Data Sheet No. 01571
Prefix 601-1092
Laboratory charge

Test # 20
Bituminous Cores Lift # Bottom

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 140+00 W.B. 6' Rt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Grndation: P 1" - P 3/8" - 80 P #40 - 11
P 3/4" - 100 P 1/4" - 64 P #200 - 6.1
P 1/2" - 96 P #10 - 25 Asphalt Content - 6.8 + 0.0 R

Moisture content at time of extraction - 0.5 % 6.8 %

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.40

Bulk Specific Gravity, 1st Comp:	2.27	2nd Comp:	2.34	
Hveem "S" Value	" : 36	" :	44	
Hveem "C" Value	" : —	" :	—	
% Voids (Rice Method)	5.4	" :	2.5	

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	61
Kinematic Viscosity @ 275° F.	259
Absolute Viscosity @ 140° F.	1674

Test results from 4" diameter cores. R.G. - 2.40

Bulk specific Gravity in place:	2.13	Recompacted:	2.29
Hveem "S" Value	" :	" :	
Hveem "C" Value	" :	" :	
% Relative Compaction		%	93.0
% Voids (Rice Method)	In Place — 11.2 %	%	4.6

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X Mr. Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 1% excess pass ¾", 1% excess pass #10, 0.1% excess pass #200.
2. stability and void content is at a satisfactory level.
3. asphalt is aged to the expected consistency for Shell 2000.
4. Compaction is at a satisfactory level and void content after recompaction is 1.1% high.

Robin C. Jenkins

Form 8-76-2000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1025
Data Sheet No. C1571
Prefix 601-1097
Laboratory charge 442.50

Test # 21
Bituminous Cores Lift # Top

Project South Baker Intchge. - Eroina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 165+00 W.B. 61' Rt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Gradation: P 1" -	P 3/8" - 94	P #40 - 8
P 3/4" -	P 1/4" - 63	P #200 - 4.9
P 1/2" - 100	P #10 - 18	Asphalt Content - 6.2+0.2%
Moisture content at time of extraction - 0.5%		0.4%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. -2.40

Bulk Specific Gravity, 1st Comp:	2.18	2nd Comp:	2.24
Hveem "S" Value	" :	29	" :	42
Hveem "C" Value	" :	—	" :	—
% Voids (Rice Method)		9.2	" :	6.7

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	38
Kinematic Viscosity @ 275° F.	344 cs
Absolute Viscosity @ 140° F.	2040 p.

Test results from 4" diameter cores.

	R.G. - 2.41 Surface 0.8"	2.43 2nd 1.5"	Surface 0.9"	2nd 1.
Bulk specific Gravity in place:	2.06	1.96	Recompacted: 2.25	2.32
Hveem "S" Value	" :		" :	
Hveem "C" Value	" :		" :	
% Relative Compaction			91.6	84.
% Voids (Rice Method) In Place	14.5%	19.3%	6.6	4.5

REPORT TO:

- [ ] F.H.W.A.
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [x] Resident Engineer J. Schlieski
- [ ] District Engineer
- [ ] Materials, Portland
- [x] Files
- [x] Mooro
- [x] Jackmond
- [x] Babler Bros., Inc.

For Class "E" design #77-10918 with job mix tolerances:
1. 3% excess pass #10.
2. stability is at a satisfactory level. Void content is
3. asphalt is of a consistency expected for Shell AR 4000.
4. Core compaction is at a satisfactory level and void content is low.

John C. Jackmond

Form 81-704-5068

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1025
Data Sheet No. 01521
Prefix E01-1092
Laboratory charge

Bituminous Cores Test# 21 Lift Bottom

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadmy
Sampled or inspected at Sta. 165+00 W.B. 6' Rt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Grndation: P 1" - P 3/8" - 88 P #40 - 12
P 3/4" - 100 P 1/4" - 68 P #200 - 7.0
P 1/2" - 97 P #10 - 28 Asphalt Content - 6.9 +0.0R
Moisture content at time of extraction - % 6.9 %

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G.-2.40

Bulk Specific Gravity, 1st Comp:	2.33	2nd Comp:	2.39	
Hveem "S" Value	" :	35	" :	50
Hveem "C" Value	" :		" :	
% Voids (Rice Method)		2.9	" :	0.4

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. : 65
Kinematic Viscosity @ 275° F. : 247
Absolute Viscosity @ 140° F. : 494

Test results from 4" diameter cores. R.G. - 2.40

Bulk specific Gravity in place:	2.15	Recompacted:	2.30
Hveem "S" Value	" :	" :	
Hveem "C" Value	" :	" :	
% Relative Compaction			% 93.5
% Voids (Rice Method)	In Place - 10.4%		% 4.2

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 5% excess pass ¾", 4% excess pass #10, 1.0% excess pass #200 and 0.1% excess asphalt.
2. stability is at a satisfactory level and void content.
3. asphalt is of a consistency expected for Shell AR 2000.
4. Compaction is satisfactory and void content is high.

John C. Jackmond

Form 82-734-5020

Page 101-2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78 1026
Data Sheet No. 01571
Prefix 601-1092
Laboratory charge 442 50

Test# 22
Bituminous Cores Lift# Top

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadmix
Sampled or inspected at Sta. 214+00 W.B. 10' Lt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 91 P #40 - 14
P 3/4" - P 1/4" - 67 P #200 - 7.1
P 1/2" - 100 P #10 - 29 Asphalt Content - 5.6 + 0.2 Rt:
Moisture content at time of extraction - 1.19 % 5.8%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G.-2.35

Bulk Specific Gravity, 1st Comp:	2.20	2nd Comp:	2.28	
Hveem "S" Value	" : 33	" :	50	
Hveem "C" Value	" : —	" :	—	
% Voids (Rice Method)	6.4	" :	3.0	

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	49
Kinematic Viscosity @ 275° F.	314 cs.
Absolute Viscosity @ 140° F.	2224 p.
R.G.-	2.38 2.36

Test results from 4" diameter cores.	Surface 0.9	2nd 1.7"	Surface 0.9	2nd 1.7"
Bulk specific Gravity in place:	2.04	2.01	Recompacted: 2.26	2.21
Hveem "S" Value	" :		" :	
Hveem "C" Value	" :		" :	
% Relative Compaction			% 93.0	90.0
% Voids (Rice Method) In Place - 14.3%		14.8%	% 5.0	6.4

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X [illegible] W. Moore
- X Jackmond
- X Babler Br[illegible] Inc.

For Class "B" design #77-10918 with job mix tolerance:
1. 3% excess pass ½", 14% excess pass #10, 1.1% excess pass
2. stability is at a satisfactory level, void content is l
3. asphalt is of a softer consistency (appro. 800p) than expected for Shell AR 4000.
4. Core compaction is at a satisfactory level and void content is low.

Robert C. Jacobine

Form 8-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-1026
Date Sheet No. 01571
Prefix 601-1092
Laboratory charge

Test # 22
Bituminous Cores — Lift # Bottom

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 214+00 W.B. 10' Lt.
Sampled or inspected by G.E. Cochran 1-5-78

Date received 1-17-78
Date reported 1-17-79
To be used
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - | P 3/8" - 87 | P #40 - 13
P 3/4" - 100 | P 1/4" - 66 | P #200 - 7.1
P 1/2" - 99 | P #10 - 26 | Asphalt Content - 6.6 + 0.0 R.T.
Moisture content at time of extraction - 0.99 % 6.6%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G.-2.39

Bulk Specific Gravity, 1st Comp:	2.28	2nd Comp: 2.36
Hveem "S" Value	" : 33	" : 44
Hveem "C" Value	" : —	" : —
% Voids (Rice Method)	4.6	" : 1.3

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	73
Kinematic Viscosity @ 275° F.	234
Absolute Viscosity @ 140° F.	1254

Test results from 4" diameter cores. R.G. - 2.37

Bulk specific Gravity in place:	2.15	Recompacted: 2.28
Hveem "S" Value	" :	" :
Hveem "C" Value	" :	" :
% Relative Compaction		% 94.3
% Voids (Rice Method)	In Place - 9.3%	% 3.8

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X W. Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "C" design #77-10242 with job mix tolerance:
1. 3% excess pass ½", 2% excess pass #10, 1.1% excess pass #
2. stability is at a satisfactory level and void content is low.
3. asphalt is of a softer consistency (appro. 300p) then expected for Shell AR 2000.
4. Core compaction and void content is satisfactory.

Robert C. Hawkins

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OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1027
Data Sheet No. 01521
Prefix 601-1092
Laboratory charge 44250

Test# 23
Bituminous Cores Lift# Top

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 225+00 W.B. 6' Rt.
Sampled or inspected by G.E. Cochran 1-5-78

Date received 1-17-78
Date reported 1-17-78
To be used
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 88 P #40 - 7
P 3/4" - P 1/4" - 51 P #200 - 4.3
P 1/2" - 100 P #10 - 15 Asphalt Content - 5.8 + 0.2Rt
Moisture content at time of extraction - 0.50% 6.0%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.41

Bulk Specific Gravity, 1st Comp:	2.16	2nd Comp:	2.20	
Hveem "S" Value " :	27	" :	42	
Hveem "C" Value " :	—	" :	—	
% Voids (Rice Method)	10.4	" :	8.7	

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	40
Kinematic Viscosity @ 275° F.	338 cs
Absolute Viscosity @ 140° F.	3136 P
R.G.	2.40 2.39

Test results from 4" diameter cores.	Surface 1.1"	2nd 1.6"	Surface 1.1"	2nd 1.
Bulk specific Gravity in place:	2.03	2.00	Recompacted: 2.27	2.16
Hveem "S" Value " :			" :	
Hveem "C" Value " :			" :	
% Relative Compaction			% 89.4	92.6
% Voids (Rice Method) In Plac.	15.4%	16.4%	% 5.4	9.6

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X W. Moore
- X Jackmond
- X Babler Bros.,

For Class "E" design #77-10918 with job mix tolerance:
1. 5% deficient pass ¼"
2. stability is at a satisfactory level, void content is O. high.
3. asphalt is of a consistency expected for Shell AR 4000.
4. Core compaction and compacted void content is satisfactor

John C. Jenkins

Page cor

Form 35-734-3088

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1027
Test# 23
Data Sheet No. 01571
Bituminous Cores Lift# Bottom
Prefix 601-1092
Project South Baker Intchge. - Encina Intchge. Laboratory charge
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527 Date received 1-17-78
Submitted by J.R. Shlieski Date reported 1-31-78
Source of Material Roadway
Sampled or inspected at Sta. 225+00 W.B. 6' Rt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 82 P #40 - 11
P 3/4" - 100 P 1/4" - 61 P #200 - 6.5
P 1/2" - 95 P #10 - 24 Asphalt Content - 6.6 +0.0 R&T
Moisture content at time of extraction - 0.5 % 6.6%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.40

Bulk Specific Gravity, 1st Comp: 2.25 2nd Comp: 2.37
Hveem "S" Value " : 35 " : 48
Hveem "C" Value " : — " : —
% Voids (Rice Method) 6.3 " : 1.3

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 65
Kinematic Viscosity @ 275° F. 241 cs.
Absolute Viscosity @ 140° F. 1506P.

Test results from 4" diameter cores. R.G - 2.41

Bulk specific Gravity in place: 2.16 Recompacted: 2.28
Hveem "S" Value " : " :
Hveem "C" Value " : " :
% Relative Compaction % 94.7
% Voids (Rice Method) In Place - 10.4% % 5.4

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X Spec. Wm. Moore
- X Jackmond
- X Babler Bros Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 0.5% excess pass #200.
2. stability and void content is at a satisfactory level.
3. asphalt is of a consistency expected for Shell AR 2000.
4. Compaction is at a satisfactory level and core void content is 1.9% high.

John C. Lambert

Form 31-726-2000

Page 1 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-1028

Test # 24

Data Sheet No. 01571

Bituminous Cores — Lift # Top

Prefix 601-1092

Project South Baker Intchge. - Encina Intchge.

Laboratory charge 442 50

Highway Old Oregon Trail

Contractor Babler Bros., Inc. No. 8527

Date received 1-17-78

Submitted by J.R. Shlieski

Date reported 1-17-78

Source of Material Roadway

Sampled or Inspected at Sta. 255+00 W.B. 10' Lt. To be used

Sampled or Inspected by G.E. Cochran 1-5-78 Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 90 P #40 - 14

P 3/4" - P 1/4" - 64 P #200 - 7.2

P 1/2" - 100 P #10 - 30 Asphalt Content - 5.8+0.2Rt

Moisture content at time of extraction - 0.98% 6.0%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. -2.37

Bulk Specific Gravity, 1st Comp: 2.20 2nd Comp: 2.27

Hveem "S" Value " : 32 " : 47

Hveem "C" Value " : — " : —

% Voids (Rice Method) 7.2 " : 4.2

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 53

Kinematic Viscosity @ 275° F. 311 cs

Absolute Viscosity @ 140° F. 2142p

R.G. - 2.33 2.32

Test results from 4" diameter cores	Surface 1.0"	2nd 1.6"	Surface 1.0"	2nd 1.6
Bulk specific Gravity in place:	2.06	2.00	Recompacted: 2.22	2.22
Hveem "S" Value " :			" :	
Hveem "C" Value " :			" :	
% Relative Compaction			% 90.1	89.1
% Voids (Rice Method) In Place	11.6%	13.8%	% 4.7	4.2

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X W. Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "E" Design #77-10918 with job mix tolerance:

1. 15% excess pass #10, 2% excess pass #40, 1.2% excess pass #200.
2. stability is at a satisfactory level and void content is
3. asphalt is of a softer consistency (Apppox. 800p) than expected for Shell AR 4000.
4. compaction is satisfactory, void content of compacted co is low.

John C. Jackmond

Form 31-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Test# 24
Bituminous Cores Lift# Bottom

Laboratory No. 78- 1028
Data Sheet No. 01571
Prefix 601-1092
Laboratory charge

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 255+00 W.B. 10' Lt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 83 P #40 - 11
P 3/4" - 100 P 1/4" - 64 P #200 - 6.2
P 1/2" - 97 P #10 - 24 Asphalt Content - 5.9 + 0.0 R.t
Moisture content at time of extraction - 1.27 % 5.9%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.42

Bulk Specific Gravity, 1st Comp:	2.28	2nd Comp:	2.35	
Hveem "S" Value	" : 33	" :	46	
Hveem "C" Value	" :	" :		
% Voids (Rice Method)	5.8	" :	2.9	

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	66
Kinematic Viscosity @ 275° F.	229 cs
Absolute Viscosity @ 140° F.	1489 P.

Test results from 4" diameter cores. R.G. - 2.391

Bulk specific Gravity in place:	2.04	Recompacted: 2.29
Hveem "S" Value	" :	" :
Hveem "C" Value	" :	" :
% Relative Compaction		% 89.1
% Voids (Rice Method)	In Place - 14.6%	% 4.2

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X W. Moore
- X Jackmond
- X Babler Br[illegible], Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 1% excess pass ¾". 0.2% excess pass #200.
2. stability and void content is at a satisfactory level.
3. asphalt is of a consistency expected for Shell AR 2000.
4. Compaction is 2.9% less than the specified 92%, resulting in high void content in pavement. Also, the recompacted void content is 0.7% high.

John C. Jenkins

Form 81-754-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-1029
Data Sheet No. 01521
Prefix 601-1092
Laboratory charge 4-42 50

Test # 25
Bituminous Cores Lift # Top

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 285+00 W.B. 9' Lt.
Sampled or inspected by G.E. Cochran 1-5-78

Date received 1-17-78
Date reported 1-17-78
To be used
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 89 P #40 - 8
P 3/4" - P 1/4" - 69 P #200 - 5.9
P 1/2" - 100 P #10 - 16 Asphalt Content - 6.1 ± 0.2 Rt.

Moisture content at time of extraction - 0.7 % 6.3%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.40

Bulk Specific Gravity, 1st Comp:	2.14	2nd Comp: 2.20
Hveem "S" Value	" : 27	" : 38
Hveem "C" Value	" : —	" : —
% Voids (Rice Method)	10.8	" : 8.3

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	48
Kinematic Viscosity @ 275° F.	294 cs.
Absolute Viscosity @ 140° F.	3357 P.
R.G.	2.40 2.41

Test results from 4" diameter cores.	Surface 1.3"	2nd. 1.2"	Surface 1.3"	2nd. 1.2
Bulk specific Gravity in place:	1.96	1.92	Recompacted: 2.31	2.19
Hveem "S" Value	" :		" :	
Hveem "C" Value	" :		" :	
% Relative Compaction			% 84.8	87.7
% Voids (Rice Method)	In Place 18.3%	20.3%	% 3.8	9.1

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ ☐ Maintenance Engineer
- ☐ ☐ Bridge Engineer
- ☐ ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ ☐ District Engineer
- ☐ ☐ Materials, Portland
- X ☐ Files
- X [illegible] Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "E" design #77-10918 w/job mix tolerances:
1. 5% excess pass ½", 1% excess pass #10.
2. Stability and void content is at a satisfactory level.
3. Asphalt is of a consistency expected for Shell AR 4000.
4. Compaction is low from that expected for an open graded pavement, which results in an extreme void content of the "in place" surfacing. The surface portion has low void content and the bottom portion has high void content when recompacted.

J. A. C. Jackmond

Form 8-734-3000

Pay Lot 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Test# 25
Bituminous Cores Lift# Bottom

Laboratory No. 78 1029
Data Sheet No. 01521
Prefix 601-1092
Laboratory charge

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 285+00 W.B. 9' Lt.
Sampled or inspected by G.E. Cochran 1-5-78

Date received 1-17-78
Date reported 1-17-78
To be used
Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 80 P #40 - 10
P 3/4" - 100 P 1/4" - 61 P #200 - 5.7
P 1/2" - 95 P #10 - 22 Asphalt Content - 6.6 +0.0 -1.0 6.6%
Moisture content at time of extraction - 0.8 %

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. -2.43

Bulk Specific Gravity, 1st Comp: 2.26 2nd Comp: 2.34
Hveem "S" Value " : 33 " : 43
Hveem "C" Value " : " :
% Voids (Rice Method) 7.0 " : 3.7

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 62
Kinematic Viscosity @ 275° F. 229 cs.
Absolute Viscosity @ 140° F. 1478 p.

Test results from 4" diameter cores. R.G. 2.36

Bulk specific Gravity in place: 2.01 Recompacted: 2.26
Hveem "S" Value " : " :
Hveem "C" Value " : " :
% Relative Compaction % 88.9
% Voids (Rice Method) In Place - 14.8% % 4.2

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X [illegible] Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. gradation and asphalt content is satisfactory.
2. stability is satisfactory and void content is 0.2% high at 100% compaction.
3. asphalt is of a consistency expected for Shell AR 2000.
4. compaction is 3.1% less than the 92% specified. Void content is 0.7% high at 100% compaction.

John C. Jackmond

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1030

Test# 26
Bituminous Cores Lift# Top

Data Sheet No. 01521

Project South Baker Intchge. - Encina Intchge. Prefix 601-1092

Highway Old Oregon Trail Laboratory charge 442 50

Contractor Babler Bros., Inc. No. 8527 Date received 1-17-78

Submitted by J.R. Shlieski Date reported 1-17-78

Source of Material Roadway

Sampled or inspected at Sta. 310+00 W.B. 9' Rt. To be used

Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 93 P #40 - 9

P 3/4" - P 1/4" - 63 P #200 - 5.7

P 1/2" - 100 P #10 - 17 Asphalt Content - 6.2 + 0.2 R.t

Moisture content at time of extraction - 0.5# 6.4%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.40

Bulk Specific Gravity, 1st Comp: 2.18 2nd Comp: 2.24

Hveem "S" Value " : 27 " : 42

Hveem "C" Value " : — " : —

% Voids (Rice Method) 9.2 " : 6.7

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 40

Kinematic Viscosity @ 275° F. 326 cs

Absolute Viscosity @ 140° F. 2886P

R.G. - 2.42 2.41

Test results from 4" diameter cores	Surface 1.3"	2nd 1.8"	Surface 1.3"	2nd 1.8
Bulk specific Gravity in place:	2.00	1.97	Recompacted: 2.29	2.19
Hveem "S" Value " :			" :	
Hveem "C" Value " :			" :	
% Relative Compaction			% 87.3	90.0
% Voids (Rice Method)	In Place - 17.4%	18.3%	% 5.4	9.1

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X W. Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "E" design #77-10918 with job mix tolerances:
1. 2% excess pass #10
2. stability is satisfactory and void content is low.
3. asphalt is of a consistency expected for Shell AR 4000.
4. Compaction of the surface portion is low. The surface portion has low void content and the bottom portion has high voids.

John C. Gardner

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-1030
Date Sheet No. 01521
Prefix 601-1092
Laboratory charge

Bituminous Cores — Test# 26 — Lift# Bottom

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlioski
Source of Material Roadway
Sampled or inspected at Sta. 310+00 W.B. 9' Rt.
Sampled or inspected by G.E. Cochran 1-5-78

Date received 1-12-78
Date reported 1-17-79
To be used
Quantity represented

Test results from 6" diameter cores.

Grndation: P 1" - P 3/8" - 82 P #40 - 12
P 3/4" - 100 P 1/4" - 63 P #200 - 6.7
P 1/2" - 96 P #10 - 26 Asphalt Content - 6.9 + 0.0 R.+
Moisture content at time of extraction - 0.62% 6.9%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. -2.239

Bulk Specific Gravity, 1st Comp: 2.26 2nd Comp: 2.34
Hveem "S" Value " : 33 " : 44
Hveem "C" Value " : — " : —
% Voids (Rice Method) 5.4 " : 2.1

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 66
Kinematic Viscosity @ 275° F. 230 cs
Absolute Viscosity @ 140° F. 1477 P

Test results from 4" diameter cores. R.G. -2.39

Bulk specific Gravity in place: 2.08 Recompacted: 2.25
Hveem "S" Value " : " :
Hveem "C" Value " : " :
% Relative Compaction % 92.4
% Voids (Rice Method) In Place - 13.0% % 5.8

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X [illegible] Moore
- X Jackmond
- X Babler Bros. Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 2% excess pass #10, .7% excess pass #200, .1% excess asphalt content.
2. stability and void content is satisfactory.
3. asphalt is of a consistency expected for Shell AR 2000.
4. Compaction is satisfactory and recompacted core void conte is 2.3% high.

[illegible] C. Jackmond

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78- 1031
Test# 27
Bituminous Cores Lift# Top
Data Sheet No. 01571
Prefix 601-1092
Project South Baker Intchge. - Encina Intchge. Laboratory charge 348 50
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527 Date received 1-17-78
Submitted by J.R. Shlieski Date reported 1-17-78
Source of Material Roadmy
Sampled or inspected at Sta. 400+00 W.B. 8' Lt. To be used
Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 89 P #40 - 8
P 3/4" - P 1/4" - 65 P #200 - 5.4
P 1/2" - 100 P #10 - 17 Asphalt Content - 6 2-1 oz Ri
Moisture content at time of extraction - 0.77% 6.4%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.39

Bulk Specific Gravity, 1st Comp:	2.13	2nd Comp: 2.18
Hveem "S" Value " :	40 " :	42
Hveem "C" Value " :	" :	
% Voids (Rice Method)	10.8 " :	8.8

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	42
Kinematic Viscosity @ 275° F.	321 cs
Absolute Viscosity @ 140° F.	2777 P.
	R.G. - 2.41 2.40

Test results from 4" diameter cores.	surface 1.0"	2nd 1.3"	surface 1.0"	2nd 1.3"
Bulk specific Gravity in place:	2.02	1.92	Recompacted: 2.19	2.18
Hveem "S" Value " :			" :	
Hveem "C" Value " :			" :	
% Relative Compaction			% 92.2	88.1
% Voids (Rice Method) In Place	16.2%	20.0%	% 9.1	9.2

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X William Moore
- X Jackmond
- X Babler Bros., Inc.

For Class "E" design #77-10918 with job mix tolerances:
1. 1% excess pass ¼".2% excess pass #10
2. stability is satisfactory and void content is high.
3. asphalt is of a softer consistency(Approx. 300p) than expected for Shell AR 4000.
4. compaction is satisfactory and void content of recompacted cores is high.

D. A. C. Jackmond

Form 31-734-3008

Page 20+2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Test# 27

Bituminous Cores Lift# Bottom

Project South Baker Intchge. - Encina Intchge.

Highway Old Oregon Trail

Contractor Babler Bros., Inc. No. 8527

Submitted by J.R. Shlieski

Source of Material Roadway

Sampled or inspected at Sta. 400+00 W.B. 8' Lt To be used

Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Laboratory No. M- 1031

Data Sheet No. 01521

Prefix 601-1092

Laboratory charge

Date received 1-17-78

Date reported 1-17-78

Test results from 6" diameter cores.

Gradation: P 1" - | P 3/8" - 82 | P #40 - 12

P 3/4" - 100 | P 1/4" - 58 | P #200 - 6.4

P 1/2" - 97 | P #10 - 25 | Asphalt Content - 7.0 +0.2

Moisture content at time of extraction - 0.8% 7.0%

Samples fabricated from 6" cores (ASTM - 1560 - 1561)

Bulk Specific Gravity, 1st Comp:	2nd Comp:	
Hveem "S" Value " :	In Sufficient material	
Hveem "C" Value " :	To run Test	
% Voids (Rice Method) " :		

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	73
Kinematic Viscosity @ 275° F.	219 cs.
Absolute Viscosity @ 140° F.	1357 P.

Test results from 4" diameter cores. R.G. 2.35

Bulk specific Gravity in place:	2.01	Recompacted:	2.33
Hveem "S" Value " :		" :	
Hveem "C" Value " :		" :	
% Relative Compaction		%	86.3
% Voids (Rice Method)	In Place - 14.5%	%	0.8

REPORT TO:

- [ ] F.H.W.A.
- [X] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [X] Resident Engineer J. Schlieski
- [ ] District Engineer
- [ ] Materials, Portland
- [X] Files
- [X] Mr. Moore
- [X] Jackmond
- [X] Babler Bros Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 1% excess pass #10, .2% excess asphalt.
2. asphalt is of a softer consistency (Approx. 200p) than expected for Shell AR 2000.
3. compaction is 5.7% below the specified minimum resulting in excessive "in place" void content. Recompacted void content is satisfactory.

John C. Jackmond

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Test# 28
Bituminous Cores Lift# Top

Laboratory No. 78-1032
Data Sheet No. 01571
Prefix 601-1092
Laboratory charge 442.50

Project South Baker Intchge. - Encina Intchge.
Highway Old Oregon Trail
Contractor Babler Bros., Inc. No. 8527
Submitted by J.R. Shlieski
Source of Material Roadway
Sampled or inspected at Sta. 405+00 W.B. 6' Rt. To be used
Sampled or inspected by C.E. Cochran 1-5-78 Quantity represented

Date received 1-17-78
Date reported 1-17-78

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 90 P #40 - 10
P 3/4" - P 1/4" - 68 P #200 - 6.3
P 1/2" - 100 P #10 - 22 Asphalt Content - 5.9 + 0.2 R.t. 6.1%
Moisture content at time of extraction - 0.95 %

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.40

Bulk Specific Gravity, 1st Comp:	2.20	2nd Comp:	2.27	
Hveem "S" Value	" : 29	" :	42	
Hveem "C" Value	" : —	" :	—	
% Voids (Rice Method)	8.3	" :	5.4	

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F.	40	
Kinematic Viscosity @ 275° F.	329 cs.	
Absolute Viscosity @ 140° F.	3008 P.	
	2.42	2.42

Test results from 4" diameter cores.	Surface 1.6"	2nd 1.2"	Surface 1.6"	2nd 1.2"
Bulk specific Gravity in place:	2.07	2.07	Recompacted: 2.21	2.19
Hveem "S" Value	" :		" :	
Hveem "C" Value	" :		" :	
% Relative Compaction			93.7	94.5
% Voids (Rice Method)	In Place - 14.5%	14.5%	8.7	9.5

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ ☐ Maintenance Engineer
- ☐ ☐ Bridge Engineer
- ☐ ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ ☐ District Engineer
- ☐ ☐ Materials, Portland
- X ☐ Files
- X Moore
- X Jackmond
- X Babler Bros. Inc.

For Class "E" Mesign #77-10918 with job mix tolerances:
1. 4% excess pass #4, 7% excess pass #10, .3% excess pass #20
2. stability is satisfactory and void content is low.
3. asphalt is of a consistency expected for Shell AR 4000.
4. Core compaction and void content is satisfactory.

John C. Jackmond

Form 31-734-3000

Page 2 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. T- 1032

Test# 28 Bituminous Cores Lift Bottom

Data Sheet No. 01571

Project South Baker Intchge. - Encina Intchge. Prefix 601-1092

Highway Old Oregon Trail Laboratory charge

Contractor Babler Bros., Inc. No. 8527 Date received 1-17-78

Submitted by J.R. Shlieski Date reported 1-17-78

Source of Material Roadway

Sampled or inspected at Sta. 405+00 W.B. 6' Rt. To be used

Sampled or inspected by G.E. Cochran 1-5-78 Quantity represented

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 85 P #40 - 14

P 3/4" - 100 P 1/4" - 66 P #200 - 7.3

P 1/2" - 97 P #10 - 32 Asphalt Content - 6.3 +0.0 Rt.

Moisture content at time of extraction - 1.33% 6.3%

Samples fabricated from 6" cores (ASTM - 1560 - 1561) R.G. - 2.35

Bulk Specific Gravity, 1st Comp: 2.28 2nd Comp: 2.34

Hveem "S" Value " : 39 " : 50

Hveem "C" Value " : — " : —

% Voids (Rice Method) 3.0 " : 0.4

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. 70

Kinematic Viscosity @ 275° F. 214 cs

Absolute Viscosity @ 140° F. 1339 P.

Test results from 4" diameter cores. R.G. - 2.38

Bulk specific Gravity in place: 2.16 Recompacted: 2.26

Hveem "S" Value " : " :

Hveem "C" Value " : " :

% Relative Compaction % 95.6

% Voids (Rice Method) In Place - 9.2% % 5.0

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer J. Schlieski
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X [illegible] Moore
- X Jackmond
- X Babler Bros Inc.

For Class "C" design #77-10242 with job mix tolerances:
1. 3% excess pass ¼", 8% excess pass #10, 1.3% excess pass #
2. stability is satisfactory and void content is low.
3. asphalt is of a softer consistency (approx. 200p) than expected for Shell AR 2000.
4. compaction and void content is at a satisfactory level.

John C. Jackmond

Contract No. 8527

SUMMARY of FAILING TESTS RESULTS for Class "C" & "E" BIT MIX
Class (B, C, E, PMBB)

Section S. Baker – Fucina

SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
Sieve Size															SE. LL. PI		Asphalt			In Mix		Out Specs	
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs		100-Col 9 %	Col. 11x12 / 100 Tons	Sum of Col. 1-3 %	Col. 13x14 / 100 Tons
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
	Class "E" mix – Oct. 3, 11 & 12 – 2.5% price reduction																	=	$21,763.20				
	" " mix – Oct. 4, 5, 6, & 14 – Standard penalty																	=	$795.28				
	" " mix – Oct. 17 & 18 –										10% price reduction							=	$5,047.11				
	Class "C" mix – twice the standard penalty																	=	$4,051.20				
	Total Price Reduction –																		$31,656.95 –				
																	TOTALS						

SUMMARY of FAILING TESTS RESULTS for Class "C" & "E" BIT MIX

Class (B, C, E, PMBB)

Fwcing

1/5

2-15

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
									SE. LL. PI		Asphalt				In Mix		Out Specs		Out Specs	Out Specs
	%		%		%		%		%						100-Col 9	Col. 11x12 / 100	Sum of Col. 1-3	Col. 13x14 / 100	Col. 10x11 / 100	Col. 5x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs			%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
ix - Oct. 3, 11, ±12 - 2.5% price reduction														=	$21,763.30						
x - Oct. 4, 5, 6, ±14 - Standard penalty														=	$795.28						
x - Oct. 17 ±18 - 10% price reduction														=	$5,047.19						
ix - twice the standard penalty ✓														=	$4,051.30						
Price Reduction -															$31,656.95 -						
TOTALS																					

Contract No. [illegible] CONCRETE OR ASPHALTIC TESTS RESULTS for [illegible] Bit Min. [illegible]

Class (B, C, E, PMBB)

mix asphalt

Oct. 3, 11, [illegible]

Section S. Baker – Encina

Mix Design # 77-10918

SHIFT AVERAGE OF TESTS

6.0 ± 0.5

Sieve Size	1/2		3/8		1/4		#10		#200						SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x1: / 100	Sum of Col. 1-7
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%
Test #		1		2		3		4		5		6		7		8	9	10	11	12	13	14
1 10/3/77																	5.8		323.60			
2																	"		689.89			
3																	"		717.82			
4																	"		622.95			
5																	"		411.09			
6																	"		95.39			
20 10/11/77																	5.8		395.12			
21																	"		400.00			
23 10/12/77																	5.9		371.44			
24																	"		541.38			
25																	"		497.26			
26																	"		617.93			
27			Price Reduction –														"		608.46			
			6,312.33 tons mix @ ¤8¢/ton =																50,498.64			
			368.77 tons asphalt @ ¤58¢/ton =																32,451.76			
			63.12 tons cement @ ¤65¢/ton =																4102.80			
			Total deduction =																¤87053.20	x 25% =		¤21,763.30
																		TOTALS		6312.33		

Submit original copy plus other substantiating data with price agreement.

...r - Ericing

Class (B, C, E, PMBB)

...mix, asphalt & cement -
Oct. 3, 11, & 12.

Mix Design # 77-10918

SHIFT AVERAGE OF ~~TESTS~~ 6.0 ± 0.5

3/8 % Ave	3/8 % Out Specs 2	1/4 % Ave	1/4 % Out Specs 3	#10 % Ave	#10 % Out Specs 4	#200 % Ave	#200 % Out Specs 5	% Ave	% Out Specs 6	% Ave	% Out Specs 7	SE, LL, PI Ave	SE, LL, PI Out Specs 8	Asphalt % Ave 9	Asphalt % Out Specs 10	MIX USED 11	AGGREGATE In Mix 100-Col 9 % 12	AGGREGATE In Mix Col. 11x12 / 100 Tons 13	AGGREGATE Out Specs Sum of Col. 1-7 % 14	AGGREGATE Out Specs Col. 13x14 / 100 Tons 15	ASPHALT Out Specs Col. 10x11 / 100 Tons 16	SE LL PI Out Specs Col. 8x11 Tons 17
														5.8		323.60						
														"		689.89						
														"		717.82						
														"		622.95					212.04	
														"		411.09						
														"		95.39						
														5.8		395.12						
														"		400.00						
														5.9		371.44						
														"		541.38						
														"		497.26					156.73	
														"		617.93						
														"		608.46						

Price Reduction -

3,312.33	tons mix	@	¤8¢	/ton	=	50,498.64																
368.77	tons asphalt	@	¤58¢	/ton	=	32,451.76																
63.12	tons cement	@	¤65¢	/ton	=	4102.80																
																¤21,763.36						
	Total deduction				=	¤87	053	20	x	25%	=	→										
														TOTALS		6 312.33					368.77	

...s other substantiating data with price agreement.

Contract No. 8527 SUMMARY of FAILING TESTS RESULTS for Class "E" BIT MIX

Class (B, C, E, PMBB)

Section S. Baker ~ Encina Oct. 4, 5, 6, 7

Mix Design # 77-10918

~~SHIFT~~ ~~AVERAGE OF TESTS~~ 6.0 ±0.5

Sieve Size	1/2		3/8		1/4		#10		#200						SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x13 / 100	Sum of Col. 1-7	Col. 13x / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
Test #		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
10-4-77 9					52	4											5.7		574.66	94.3	541.9	4.0	21.6
10					53	3											"		360.62	"	340.1	3.0	10.2
11					55	1											"		476.87	"	449.7	1.0	4.5
10-5-77 13							17	2									6.0		381.43	94.0	358.5	2.0	7.1
15					65	1											"		851.97	"	800.8	1.0	8.0
10-5-77 18?19																	5.4	0-1	1329.35	94.6	1257.6	-	-
10-14-77 2			84	2	53	3											5.8		705.17	94.2	664.3	5.0	33.2

Price Reduction =

Mix - 84.78 tons @ $8.00/ton = $678.24

Asphalt - 1.33 tons @ $88.00/ton = $117.04

Total deduction = $795.28

TOTALS 4680.07 84.78

SUMMARY of FAILING TESTS RESULTS for Class "E" BIT MIX

Class (B, C, E, PMBB)

Encina

Oct. 4, 5, 6, & 14

Mix Design # 77-10918

~~SHIFT AVERAGE OF TESTS~~ 6.0 ±0.5

#8	#4	#10	#200			SE. LL. PI	Asphalt	MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
									In Mix		Out Specs		Out Specs	Out Specs
	%	%	%	%	%		%		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs		%	Tons	%	Tons	Tons	Tons
2	3	4	5	6	7	8	9 / 10	11	12	13	14	15	16	17
	52 / 4						5.7	574.66	94.3	541.9	4.0	21.68		
	53 / 3						"	360.62	"	340.1	3.0	10.20		
	55 / 1						"	476.87	"	449.7	1.0	4.50		
		17 / 2					6.0	381.43	94.0	358.5	2.0	7.17		
	65 / 1						"	851.97	"	800.8	1.0	8.01		
							5.4 / 0.1	1329.35	94.6	1257.6	-	-	1.33	
2	53 / 3						5.8	705.17	94.2	664.3	5.0	33.22		

Contract No. 8527

SUMMARY of FAILING TESTS RESULTS for Class "E" BIT MIX
Class (B, C, E, PMBB)

10% price red. on mix, asphalt
Oct. 17 & 18

Section J. Baker ~ Encina

Mix Design # 77-10918

SHIFT AVERAGE OF TESTS — 6.0 ± 0.5

Sieve Size	1/2		3/8		1/4		#10		#200						SE, LL, PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
Test		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
10/17/77 30																	6.1		364.58				
31																	"		1025.76				
32																	"		737.86				
33																	"		572.53				
10/18/77 34																	5.9		403.48				
35				Price	Reduction												"		507.78				
				3,611.99 tons mix @ $8.00/ton										=	28,895.92								
				218.50 tons asphalt @ $88.00/ton										=	19,228.00								
				36.12 tons cement @ $65.00/ton										=	2,347.80								
				Total deduction										=	$ 50,471.72		x 10%		= $ 5,047.17				
																		TOTALS	3611.99				

SUMMARY of FAILING TESTS RESULTS for Class "E" BIT MIX
Class (B, C, E, PMBB)

10% price reduction for 415 mix, asphalt & cement
Oct. 17 & 18

~ Encina

Mix Design # 77--10918

SHIFT AVERAGE OF ~~TESTS~~ 6.0 ± 0.5

3/8		1/4		# 10		# 200						SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
																	In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
														6.1		364.58						
														"		1025.76						
														"		737.86					164.74	
														"		572.53						
														5.9		403.48					53.76	
Price		Reduction												"		507.78						

3,611.99 tons mix @ $8.00/ton = 28,895.92 ✓

218.50 tons asphalt @ $88.00/ton = 19,228.00 ✓

36.12 tons cement @ $65.00/ton = 2,347.80 ✓

Total deduction = $50,471.72 ✓ x 10% = $5,047.17 ✓

TOTALS	3611.99				218.50	

Class (B. C. E, PMDD)

tion S. BAKER INTCHG-ENCINA INTCHG.

MIX DESIGN # 77-1024Z

~~SIEVE AVERAGE OF TESTS~~ 100 57±4% 59±4% 20±4% 10±4% 4±2% 6.3±0.5%

Sieve Size	3/4		1/2		1/4		#10		#40		#200				SE. LL. PI		Asphalt		MIX USED	AGGREGATE			
																				In Mix		Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-3	Col. 13 / 100
Lab #	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Tons	%	Tons	%	Tons
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
3/11							28	~~27~~ 4			6.5	0.5					5.9		40	99.1	39.3	4.5	1.8
					66	+3	34	10			6.9	0.9					5.9		573	"	537.2	13.9	79.6
							28	4			6.3	0.3					"		480	"	451.7	4.3	20.6
4							26	2									"		630	"	592.8	2.0	12.6
5							25	1									"		453	"	426.3	1.0	4.5
6							25	1			6.1	0.1					"		489	"	460.1	1.1	5.4
7	Backup - ckt 1 on																						
12					47	+8											6.0		48	94.0	45.1	8	3.8
8							29	5			6.2	0.2					"		533	"	501.0	5.2	26.7
9																	"		1022	"	960.7	1.0	9.8
10					64	+1																	
11 17					53	-2											6.0		202	94.0	190	2.0	4.0
15					51	L4											"		686.5	"	645.3	4.0	27.4
16					52	-3											"		737.1	"	692.9	3.0	22.1
25											6.1	0.1					6.3		449.79	93.7	416.3	0.1	0.4
20											6.3	0.3					6.0		89.91	94.0	84.5	3.3	2.9
29 23					66	+3					6.1	0.1					"		745.68	"	700.9	2.1	14.7
21					65	+2					6.4	0.4					6.7		407 -	93.3	379.7	0.4	1.6
30 26											6.4	0.4					"		581 -	"	542.1	1.4	7.6
27					64	+1																	
											Reduction in Price -						253.10 Tons		@ $5.00 / Ton		=		1265.50
																	TOTALS		8709.68				

Attach original copy plus other substantiating data with price request.

2025.60

Class (B, C, E, PMBO)

5

HG-ENCINA ITCH 6.

MIX DESIGN # 77-10242

~~SHT. AVERAGE OF TESTS~~ % 59 ±4% 20 ±4% 10 ±4% 4 ±2% 6.3 ±0.5%

	1/4		#10		#40		#200				SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE LL
	%		%		%		%		%				%			In Mix		Out Specs		Out Specs	Out Specs
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11×12 / 100	Sum of Col. 1-3	Col. 13×14 / 100	Col. 10×11 / 100	Col. 6×7
																%	Tons	%	Tons	Tons	Tons
	3		4		5		6		7		8		9	10	11	12	13	14	15	16	17
			28	25 4			6.5	0.5					5.9		40	94.1	38.3	4.5	1.72		
	66 +3		34	10			6.9	0.9					5.9		573	"	539.2	13.9	74.95		
			28	4			6.3	0.3					"		480	"	451.7	4.3	19.42		
			26	2									"		630	"	592.8	2.0	11.86		
			25	1									"		453	"	476.3	1.0	4.26		
			25	1			6.1	0.1					"		489	"	460.1	1.1	5.06		
4 items																					
	47 -8												6.0		48	94.0	45.1	8	3.61		
			29	5			6.2	0.2					"		533	"	501.0	5.2	26.05		
	64 +1												"		1022	"	960.7	1.0	9.61		
	53 -2												6.0		20.2	94.0	19.0	2.0	0.38		
	51 -4												"		686.5	"	645.3	4.0	25.81		
	52 -3												"		737.1	"	692.9	3.0	20.79		
							6.1	0.1					6.3		449.79	93.7	416.3	0.1	0.42		
	66 +3						6.3	0.3					6.0		89.91	94.0	76.7	3.3	25.43		
	65 +2						6.1	0.1					"		745.68	"	700.9	2.1	14.72		
							6.4	0.4					6.7		407 -	93.3	379.7	0.4	1.52		
	64 +1						6.4	0.4					"		581 -	"	542.1	1.4	7.59		
					Reduction in Price -								253.70 Tons		@ $8.00/ton			=	$2025.60 -		
													TOTALS		8709.68				253.70 -		

$2025.60 - $ total

Section S. BAKER INTCHG - ENCINA INTCHG. Class (B, C, E, PMBB) STANDARD

MIX DESIGN # 77-1C918

SHIFT AVERAGE OF 11 STS

	100	90 ±4%	60 ±4%	11 ±4%	4 ±2%					6.0 ±0.5					AGGREGATE			
Spec Size	1/2	3/8	1/4	#10	#200			SE. EQ. PI		Asphalt		MIX USED	In Mix		Out Specs	
	%	%	%	%	%	%	%			%			100 Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13 / 100
Date & Test No	Wt.	Out Specs	Wt.	Out Specs	Wt.	Out Specs	Wt.	Out Specs	Wt.	Out Specs	Wt.	Out Specs	Wt.	Out Specs	%		%	
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
6/13/77																					Tons		Tons
1					68	4	21	6	6.2	0.2							5.8		323.60	94.2	304.8	16.2	31.0
2							19	4									"		689.89	"	649.7	4.0	26.0
3					65	1	19	4									"		717.62	"	676.2	5.0	33.6
4					68	4	19	4									"		622.95	"	586.8	8.0	46.9
5							19	4									"		411.09	"	387.2	4.0	15.4
6/14																							
9					52	4											5.7		574.66	94.3	541.9	4.0	21.6
10					53	3											"		360.62	"	340.1	3.0	10.2
11					55	1											"		476.87	"	449.7	1.0	4.5
6/15																							
13							17	2									6.0		381.43	94.0	358.5	2.0	7.1
15					65	1											"		851.97	"	800.8	1.0	8.0
6/16																							
E#19																	5.4	0.1	1327.35	94.6	1257.6	—	—
6/11																							
20					66	2	29	14	7.1	1.1			100% rejection				5.8		395.12	94.2	372.2	7.1	63.6
21							26	11	6.4	0.4			125.72 TONS				"		400.12	"	376.9	11.5	43.
22					55	1	22	7									"		—	—	—	—	—
6/12													Information - TRIAL BATCH										
23			81	5	52	4	22	7	6.3	0.3							5.9		391.44	94.1	368.3	16.3	60.
24					69	5	30	15	6.9	0.9			100% REJECTION				"		541.38	"	509.4	20.9	106.
25					76 ~~6~~		25	10	6.2	0.2			2636.47 TONS				"		497.26	"	467.9	10.2	21.6
26					70	6	26	11	6.3	0.3							"		617.93	"	581.5	17.3	100.
27					55	1	18	3									"		606.46	"	572.6	4.0	22.
6/14																							
29			84	2	53	3											5.8		705.17	94.2	664.3	5.0	33.
																	5413-10 TONS		10,897.13				682

Copy of other substantiating data with price agreement

ER INTCHG - ENCINA INTCHG.

Class (B. C. E. PVBB)

STANDARD DEDUCTIO

MIX DESIGN # 77-10918

SHIFT AVERAGE OF TESTS

90 ±4%	60 ±4%	11 ±4%	4 ±2%							6.0 ±0.5			AGGREGATE				ASPHALT	SE LL.
3/8	1/4	#10	#200					SE. LL. PI		Asphalt		MIX USED	In Mix		Out Specs		Out Specs	Out Spec
%	%	%	%	%	%	%	%			%			100 Col 9	Col. 11x12 / 100	Sum of Col. 8-2	Col. 13x14 / 100	Col. 10x11 / 100	Col.
We	Out Specs	We	Out Specs	We	Out Specs	We	Out Specs	We	Out Specs	We	Out Specs		%	Tons	%	Tons	Tons	%
2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
	68	4	21	6	6.2	0.2							5.8		323.60	94.2	304.8	16.2	31.09		
			19	4									"		669.69	"	649.7	4.0	26.00		
	65	1	19	4									"		717.61	"	676.2	5.0	33.81		
	68	4	19	4									"		622.95	"	586.8	8.0	46.94		
			19	4									"		411.09	"	387.2	4.0	15.49		
	52	4											5.7		574.66	94.3	541.9	4.0	21.68		
	53	3											"		360.62	"	340.1	3.0	10.20		
	55	1											"		476.87	"	449.7	1.0	4.50		
			17	2									6.0		381.43	94.0	358.5	2.0	7.17		
	65	1											"		451.97	"	430.8	1.0	8.01		
													5.4	0.1	1327.35	94.6	1257.6	—	—	1.33	
	66	2	29	14	7.1	1.1							5.8		395.12	94.2	372.2	11.1	~~63.65~~		
			26	11	6.4	0.4							"		400.12	"	376.9	11.5	43.34		
	55	1	22	7									"		—	—	—	—	—		
81 5	52	4	22	7	6.3	0.3							5.9		391.44	94.1	368.3	16.3	60.03		
	69	5	30	15	6.9	0.9							"		541.38	"	509.4	20.9	106.46		
	~~76~~	6	25	10	6.2	0.2							"		497.26	"	467.9	10.2	~~46.847~~		
	70	6	26	11	6.3	0.3							"		617.93	"	581.5	17.3	100.60		
	55	1	18	3									"		608.46	"	572.6	4.0	22.90		
84 2	53	3											5.8		705.17	94.2	664.3	5.0	33.21		
												SUB-TOTALS			10,897.13				~~682.84~~ ~~316.467~~	1.33	

~~100% rejection~~
~~795.72~~ TONS
Information - TRIAL BATCH

~~100% REJECTION~~
~~2656.47~~ TONS

* other substantiating data with price agreement

Project No. [illegible] SUMMARY OF PAVING TESTS RESULTS for CLASS "C" BITUMIX

Section S. BAKER INTCHG-ENCINA INTCHG. Class (B. C. E. PMBB)

MIX DESIGN # 77-10242

Sieve Size	3/4	1/2	1/4	#10	#40	#200		SE. E.L. PI	Asphalt	MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%	%	%	%	%	%	%		%		Item Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13x / 100
Date &	We	Out Specs	We	Out Specs	We	Out Specs	We	Out Specs	We	Out Specs	We	Out Specs		
Test No.	1		2		3		4		5		6		7		8		9	10	11	%	Tons	%	Tons
	100		97 ± 4%		59 ± 4%		20 ± 4%		10 ± 4%		4 ± 2%						6.3 ± 0.5%						
9/23/77																							
1						28	24			6.5	0.5					5.9		40	94.1	38.3	4.5	1.7
2					66 +3	34	10			6.9	0.9					5.9		573	"	537.2	13.9	74.9
3						28	4			6.3	0.3					"		480	"	451.7	4.3	19.9
4						26	2									"		630	"	591.8	2.0	11.8
5						25	1									"		453	"	426.3	1.0	4.2
6						25	1			6.1	0.1					"		489	"	460.1	1.1	5.0
7		Backup -		not run																			
9/26 8					47-6											6.0		46	94.0	45.1	8	3.6
9						29	5			6.2	0.2					"		533	"	501.0	5.2	26.0
10					64 +1											"		1022	"	960.7	1.0	9.6
9/27 14					53 - 2											6.0		202	94.0	190	2.0	0.38
15					51 - 4											"		686.5	"	645.3	4.0	25.8
16					52 - 3											"		737.1	"	692.9	3.0	20.7
9-28 22										6.1	0.1					6.3		444.79	93.7	416.3	0.1	0.4
9/29 23					66 - 3					6.3	0.3					6.0		889.91	94.0	836.7	3.3	25.4
24					65 - 2					6.1	0.1					"		745.68	"	700.9	2.1	14.7
9-30 26										6.4	0.4					6.7		407 -	93.3	379.7	0.4	1.5
27					64 +1					6.4	0.4					"		581 -	"	542.1	1.4	7.5
										Reduction in Price -						253.70 Tons		@ $8.00 / ton		=		$2,029.60
																TOTALS		8709.68				253.7	

[illegible] plus other substantiating data with price agreement.

2025.60 / 8709.6

SUMMARY OF TESTING RESULTS for CLASS C BITUMIX
Class (B. C. E. PMBB)

ITCHG-ENCINA ITCHG.

MIX DESIGN # 77-1024Z
SHIFT AVERAGE OF TESTS

1/2 ±4%	1/4 59±4%	#10 20±4%	#40 10±4%	#200 4±2%		SE. L.L. PI	Asphalt 6.3±0.5%	MIX USED	AGGREGATE In Mix	AGGREGATE Out Specs	ASPHALT Out Specs	SE. L.L. PI Out Specs
%	%	%	%	%	%		%		Total of 9 / Col. 11x12 / 100	Sum of Col. 1-5 / Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs		% / Tons	% / Tons	Tons	Tons
2	3	4	5	6	7	8	9 / 10	11	12 / 13	14 / 15	16	17
		28 ~~25~~ 4		6.5 0.5			5.9	46	94.1 38.3	4.5 1.72		
	66 +3	34 1C		6.9 C.9			5.9	573	" 539.2	13.9 74.95		
		28 4		6.3 C.3			"	480	" 451.7	4.3 19.42		
		26 2					"	630	" 592.8	2C 11.86		
		25 1					"	453	" 426.3	1.C 4.26		
		25 1		6.1 C.1			"	489	" 460.1	1.1 5.06		
-1 ±4 ton												
	47-6						6.0	46	94.0 45.1	8 3.61		
		29 5		6.2 C.2			"	533	" 501.0	5.2 26.05		
	64 +1						"	1022	" 960.7	1.0 9.61		
	53 - 2						6.0	202	94.0 190	2.0 C.38		
	51 -4						"	686.5	" 645.3	4C 25.81		
	52 - 3						"	737.1	" 692.9	3.C 20.79		
			6.1 C.1				6.3	444.79	93.7 416.3	C.1 C.42		
	66 - 3		6.3 C.3				6.0	89.91	94.0 TAC.7	3.3 25.43		
	65 - 2		6.1 C.1				"	745.68	" 700.9	2.1 14.72		
			6.4 C.4				6.7	407 -	93.3 379.7	C.4 1.52		
	64 +1		6.4 C.4				"	551 -	" 542.1	1.4 7.59		
		Reduction in Price -					253.20 Tons		@ $8.00/ton	= $2025.60	253.20	
							TOTALS	8709.68				

other substantiating data with price agreement.

2025.60 / 8709.6 = $0.233/Ton.

Section S. BAKER - EXCINA Intchg.

Class (B, C, E, PMBB)

SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE			
Sieve Size													SE. LL. PI		Asphalt			In Mix		Out Specs	
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13 / 100
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
									Summary – STANDARD EXECUTION													
		CLASS "C" Mix							8,709.68 Tons mix				=					$2,025.60				
		CLASS "C" Mix							Low Compaction				=					980.25				
		CLASS "E" Mix							14,001.34 Tons/mix				=					6,280.96				
											TOTAL							$9,286.81				
																	TOTALS					

Submit original copy plus other substantiating data with price agreement.

KER-EXCIA Intchg.

Class (B, C, E, PMBB)

SHIFT AVERAGE OF TESTS												MIX USED	AGGREGATE				ASPHALT	LL.
							SE. LL. PI		Asphalt				In Mix		Out Specs		Out Specs	Out Sp.
%	%		%		%				%				100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 9x1
Ave	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs			%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7	8	9	10	11	12	13	14	15	16	17
					Summary - STANDARD DEDUCTION															
SS "C" Mix					8,709.68 Tons mix		=					$2,025.60								
SS "C" Mix					Low Compaction		=					980.25								
SS "E" Mix					14,001.34 Tons/mix		=					6,280.96								
									TOTAL			$9,286.81								

Tract No. 8527 — SUMMARY of FAILING TESTS RESULTS for CLASS E ASPH MIX
Class (B, C, E, PMBB)

Section S. BAKER INTCHG - ENCINA INTCHG.

MIX DESIGN # 77-10918
SHIFT AVERAGE OF TESTS

Sieve Size	1/2	3/8	1/4	#10	#200			SE. E.L. PI	Asphalt	MIX USED	AGGREGATE In Mix	AGGREGATE Out Specs
	100	90±4%	60±4%	11±4%	4±2%				6.0±0.5		Col 9 / 100 × Col 11 = Tons	Sum of Col 1-8 / 100 × Col 11 = Tons
Date & TEST #	Wc / Out Specs 1	Wc / Out Specs 2	Wc / Out Specs 3	Wc / Out Specs 4	Wc / Out Specs 5	Wc / Out Specs 6	Wc / Out Specs 7	Wc / Out Specs 8	Wc / Out Specs 9 10	11	12 13	14 15
10/17 2C		85 H		16			BAL BRGHT FRND			16,697.13		3
0		85 1		16 1					6.1	364.58	939 342.3	7.0 6.
31			67 3	18 3					"	1025.76	" 963.2	6.0 57
32				17 2					"	737.86	" 692.8	2.0 1.3
33				16 1					"	572.53	" 537.6	1.0 5
10/18 3A				16 1					5.9	403.48	941 379.7	1.0 3

STANDARD REDUCTION IN PRICE = 770.49 ~~3,777.37~~ TONS × $8.00/TON = ~~$30,216.96~~
1.33 Tons Asph. × 88¢/Ton = 1.17
TOTAL = ~~$30,336.~~

REDUCTION IN PRICE for MIX PRODUCED
10/11 & 10/12/77 for 100% REDUCTION
10/11 = 795.12 TONS
10/12 = 2656.47 TONS
3,451.59 TONS × 8¢/TON = $27,612.72

TOTALS 14,001.34

copy plus other substantiating data with

SUMMARY of FAILING TESTS RESULTS for CLASS E BIT MIX

Class (B. C. E, PMBB)

SHEET B

NTCHG - ENCINA INTCHG.

MIX DESIGN # 77-10918

SHIFT AVERAGE OF TESTS

±4% 60±4% 11±4% 4±2% 6.0±0.5

8	1/4	#10	#200			SE. LL. PI	Asphalt	MIX USED	AGGREGATE In Mix	AGGREGATE In Mix	AGGREGATE Out Specs	AGGREGATE Out Specs	ASPHALT Out Specs	LL. Out Specs
									100 Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs	Wt / Out Specs			Tons		Tons	Tons	Tons
2	3	4	5	6	7	8	9 / 10	11	12	13	14	15	16	17
H		16				BAL BRCHT FRED		16,697.13				~~582.81~~ 577.67	1.33	
1		16 1					6.1	364.58	939	~~342.3~~ 342.5	2.0	6.85		
	67 3	18 3					"	1025.76	"	963.2	6.0	57.79		
		17 2					"	737.86	"	692.8	2.0	13.86		
		16 1					"	572.53	"	537.6	1.0	5.38		
		16 1					5.9	403.48	941	379.7	1.0	3.80		

REDUCTION IN PRICE = ~~3,777.37~~ 770.49 TONS x $8.00/TON = ~~30,216.96~~ $6,163.92

1.33 Tons Asph. x 88¢/Ton = 117.04

TOTAL = ~~$30,334.~~ $6,280.96

N PRICE for MIX REDUCED

77 for 100% REDUCTION

25.12 Tons

56.47 Tons

51.59 TONS x 8¢/TON = $27,612.72

TOTALS 14,001.34

~~3,777.37~~ 770.49 1.33

her substantiating data with p[illegible] t.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project IR-80N-7(51)305
South Baker Interchange-Encina Section
Old Oregon Trail Highway
Inspection Report No. 2

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a copy of our inspection report covering subject project.

As set forth in the report, test results for both the Class "C" and Class "E" mixes indicate that a significant amount of material represented by failing tests has been incorporated into the project. We are concerned with the large amount of non-specification material incorporated into this project especially in view of the performance of some of the Class "E" mixes which have been placed during the past several years. Some of these pavements are exhibiting a significant amount of flushing to the extent that some pavements have become slippery and have required remedial action.

We request your review of this project and invite your proposal regarding the acceptance of the above items of work. Because of the large amount of non-complying material we do not feel the normal price adjustment procedure applies. The project must be reviewed to determine suitability of the pavement structure (both structurally and surface characteristics) and a price adjustment assessed based on reduced pavement life or "cost to cure", as appropriate.

We are very much concerned with the recent quality control problems being encountered in the production of A.C. pavements, and in particular the Class "E" mixes. It is apparent that some remedial action is necessary in order to rectify this recent trend. Your in-depth review of this matter and proposed solution would be greatly appreciated.

V. V. Coulter

for G. L. Green

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STATE HWY ENGR
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STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	BAKER	OREGON

IN COMPANY WITH

J. Schlieski, Res Engr; D. Allen, Reg 5, Constr Engr, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-19-77	David B. Carter, Area Engineer	IR-80N-7(51)305

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	123 %	90 %

SOUTH BAKER INTERCHANGE-ENCINA SECTION
OLD OREGON TRAIL HIGHWAY
OVERLAY

SCOPE OF INSPECTION:
This inspection provides a review of the work in progress at the time of the inspection.

WORK COMPLETED:
The paving work has been completed. The guardrail adjustments and shoulder aggregate placement continues. Approximately half of this work has been completed.

WORK IN PROGRESS:
The contractor was placing shoulder aggregate and working on the guardrail.

FINDINGS AND RECOMMENDATIONS:
Findings: Test results for the Clas "C" asphaltic concrete mixture indicate that approximately 70 percent of the material incorporated into the project was out of specification for one reason or another. The first day's production was generally out of the mix design tolerance specifications on three screens, namely - the 1/4, 10, and 200. For the remainder of the production, the material passing the No. 200 screen was generally within specifications. However, the 1/4 inch and the No. 10 screens continued intermittently to be outside of the job mix tolerances. The material passing the 1/4 screen which was outside the job mix tolerances was generally within the broad band specification while the material passing the #10 screen which was outside the job mix tolerances was generally also outside the broad band specification. (The upper limit of the No. 10 job mix tolerance was also the upper limit of the broad band specification.)

Recommendations:
The large percentage of material out of specification indicates a continuing specification problem which the contractor did not correct and as such the contractor should be penalized for the out of specification material. The material subject to penalty should include all the material out of specifications without allowance for the first day's production. The penalty should reflect any loss of service life of this mixture if this would result in a larger penalty than the regular penalty

assessment process without the first day allowance.

Finding: Test results for the Class "E" asphaltic concrete mixture indicate that approximately 76 percent of the material incorporated into the project was out of specifications for various reasons.

A definite change in the material appears to have occurred with the start of production on October 11 with the same trend continuing through the end of production on October 12. The mix produced prior to October 11 appears to be generally satisfactory for use although some severe first day problems were experienced. After October 12, until the completion of the work, out of specification material was also incorporated into the project. However, the magnitude of the variance from specifications is somewhat similar to that produced before October 11. Discussion with Resident Engineer Schlieski and others indicates that on October 11 the contractor may have gotten into different material than he had previously been using for "E" mix.

The mix produced commencing on October 11 appears fine graded on the No. 10 and 200 screens to the extent that the material may not exhibit the desired open graded characteristic, i.e. - free drainage and superior skid resistance.

Recommendations: The "E" mix produced and incorporated into the project should be investigated to determine if it is suitable for the use intended. This should include field tests of the inplace pavement to determine the pavement's drainage characteristics and skid properties. If the material is determined to be suitable for the use intended, a penalty should be assessed as a condition of acceptance. The regular penalty process should not apply to this material because of the large variance of the material from the job mix tolerance. Our acceptance of this material should be withheld pending the suitable for use determination.

General Comment:
Any acceptance of this material should not be construed to mean that continued use of out of specification material to the extent

-more-

used on this project is an acceptable practice. This condition is not permitted under State specifications or operating guidelines, and on Federal-aid projects continued incorporation of out of specification material is considered as sufficient cause for possible withdrawal of Federal-aid participation for this item of work.

It would appear that after review of the first several test results on October 11 that the contractor should have been advised of the serious variance to the grading requirements such that further material would not be accepted for use until the contractor could demonstrate that he could produce a specification product.

The contractor was advised verbally and by letter during production of the aggregates that, based on production test results, the aggregates as produced did not meet the gradation for the separated sizes. However, acceptance of the aggregate is just preceding addition of the asphalt at the mixer and the contractor indicated that he felt any deficiencies could be corrected at that time by suitable blending. It is the contractor's responsibility to produce a specification product at the point of acceptance.

The recent addition to the State's specifications to specify separated sizes for the aggregates intended for use in asphaltic concrete mixtures does provide better quality control than a one stockpile process. However, except for payment for materials on hand purposes, the contractor has little incentive to produce the separated sizes to the listed gradations if the separated sizes can be blended to meet the combined grading specification at the point of acceptance. The State's current contract administrative practices generally allow the contractor the first day to adjust his plant to obtain the specification mix. With the large modern plants now in common use, a significant portion of a project's tonnage can be produced during this adjustment period. It would appear that with stockpiles that are within the separated size grading requirements plant calibration should take less time than with stockpiles that are not within the separated size gradation requirements. As such, no allowance or special condition should be made to the contractor for the first day's production on those projects where the aggregates as produced in the separated size stockpiles do not meet the separated size grading requirements. Production should not be started until the contractor can demonstrate that he can produce a specification mixture. It is recommended that the State review this suggestion for possible inclusion to their specifications.

8527

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

May 9, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.
Contract 8527

Gentlemen:

Retainage requirements on this project have been reduced to $1,000.00. There presently is $50,000.00 deposited in lieu of retainage. $49,000.00 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 81-734-3122

8527

Report # 36 FINAL

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Baker Int. - Encina Int.		WEEK ENDING: March 10, 1978
		SECTION PREFIX: 601-1092
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: S. Baker Int. - Encina Int.	KIND OF WORK: Paving	
CONTRACTOR: Babler Bros. Inc.	CONTRACT NUMBER: 8527	FEDERAL AID PROJECT NUMBER: IR80N-7(51)305
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: July 11, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 159
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 159
PROJECT AUTHORIZATION: $ 1,141,697.81		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 1,060,510.41	ENGINEERING AUTHORIZATION $ 81,187.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,060,510.41	ENGINEERING COST TO DATE $ 71,691.31	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	This week $2,032.80 PERCENT OF AUTHORIZATION 88.3 %	DATE PROJECT WAS COMPLETED: March 3, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		6.68			
MILES PARTIALLY COMPLETED		6.68			
MILES COMPLETED		6.68			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		38,900			
TOTAL QUANTITIES CORRECTED TO DATE		36,000			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		36,000			
AVERAGE DAILY QUANTITIES		-			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-			
NUMBER OF SHIFTS PER DAY		-			
HOURS PER SHIFT		-			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Cldy, shwrs	0		
MONDAY 6	Ptly cldy, cold	0		
TUESDAY 7	Cldy, cool	0		
WEDNESDAY 8	Cldy, cool	0		
THURSDAY 9	Cldy, shwrs	0		
FRIDAY 10	Ptly cldy, cool	0		
SATURDAY 4	Cldy, shwrs	0		

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inloes — Widmer

RECEIVED
MAR 13 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No activity
MONDAY 6	Minor cleanup of project.
TUESDAY 7	Completed cleanup & removal of signs on project.
WEDNESDAY 8	No activity
THURSDAY 9	No activity
FRIDAY 10	No activity
SATURDAY 4	No activity

REMARKS

Status: Project completed with exception of minor A. C. patching. Price agreement & State Force Orders being written to allow State Forces to complete patching next summer.

Semi-final submitted to Region 3-8-78.

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

8527

80N

Form 21-734-3050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

February 17, 1978

FILE:

FROM: John C. Jenkins
Engineer of Materials & Research
By
James E. Wilson, Jr.
Materials Engineer

SUBJECT: Pavement Core Testing,
S. Baker Int.-Encina Int.

TO: J. A. Schlieski
Resident Engineer

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

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FEB 21 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Testing has been completed on asphalt concrete cores sampled to represent each day of paving on the S. Baker Int.-Encina Int. project. Gradation, asphalt content, stability, void content, compaction and recovered asphalt viscosity tests have been made on the Class "E" surfacing and Class "C" leveling from each of the nine areas sampled.

Our review of the nine tests for Class "E" mix show that eight have excess fine material, all asphalt contents are within tolerance, all stabilometer values are satisfactory, six have low compacted void content and two have softer asphalt than expected for AR4000. Based on the above tests and prior field and laboratory tests, we are of the opinion that long range pavement serviceability in terms of durability, skid resistance, water run-off and resistance to surface flushing has been reduced considerably from gradation noncompliance. It is our recommendation that a price reduction of 25 percent for the cost of mix and asphalt contained in the mix be assessed for paving on October 3, 11 and 12. For paving on October 4, 5, 6 and 14, the standard guideline assessment should be applied and a 10 percent price reduction be made for paving on October 17 and 18.

The tests for the nine areas of Class "C" paving indicate that eight have excess pass #200 and/or #10, three have excess asphalt, all stabilometer values are satisfactory, three have low compacted void content, three have slightly softer asphalt than expected for AR2000 and three have low level compaction. The gradation deficiencies, particularly those outside the specification broad band range, have resulted in a reduction of asphalt film thickness, asphalt-aggregate adhesion and resistance to pavement deterioration. It is our opinion that the resulting reduced pavement serviceability will require an assessment for specification noncompliance for "C" mix of at least twice that determined by the standard guideline procedure.

cc: C. T. Keasey
W. E. Schwartz

REFERRED TO

Beard 1 Dorn
Cole 4 Sample
Eriksen 3 Watson
Heger Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8527

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 16, 1978

FILE: CON 5 #8527

NOTED

H. S. COULTER

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SALEM HWY ENGR
JAN 17'78
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FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: South Baker Int.-Encina Int.
FAP No. IR-80N-7(51)305
Contract No. 8527
Skid-Resistance Values

Copy KES 5 w/ Enrte Skid

December 20, 1977, I accompanied Phil Schollian with the State's 2-wheel skid trailer to measure the skid-resistance values, in accordance with ASTM E 274 Test Procedures, of the Class "E" mix surfacing on this project. We met Dale Allen, Region Construction Engineer, and Joe Schlieski, Resident Engineer, at LaGrande and they accompanied us to the project.

Enroute skid numbers were obtained for comparison on the outside eastbound lanes of the North Powder-Baldock Slough Section, M.P. 285.3 to M.P. 297.1, and the portion of the South Baker-Pleasant Valley Section, between M.P. 306.9 to M.P. 313.3. Skid values on these two sections had been obtained in August 1977 as part of the statewide skid-resistance inventory program.

Measuring the skid resistance began on the east end of the project. Skid numbers for the first days paving on the westbound inside lane between stations 465 and 329+30, M.P. 313 to M.P. 310.6 was obtained first. The nonspecification Class "E" placed October 11-12, 1977 on the outside westbound lane and shoulder between stations 266+30 to station 158, M.P. 309.3 to 307.5 was then obtained. The final readings were obtained on mix which substantially complied with the mix design and was placed the last day of paving in the westbound outside lane and shoulder between M.P. 307.2 and 306.6 at the west end of the project.

On our return trip to Salem, we also obtained skid-resistance readings on the westbound outside lane between Rufus-Celilo Section, M.P. 108.4 to M.P. 97.8 for further comparison.

Readings were adjusted using the following formula to correlate readings obtained by Oregon's test trailer with the established national reference standard.

$$SN(40)\ (Ref.) = 9.782+0.880\ SN(40)(ORE.)$$

The adjusted values obtained were:

Section of I-80N	M.P.	to M.P.	SN Min.	SN Max.	SN 40	Aug. '77 SN 40
N. Powder-Baldock Slough	285.3	297.1	54.6	64.8	60.5	54.9
S. Baker-Pleasant Valley	306.9	313.3	57.9	64.5	61.3	59.7
S. Baker-Encina - 1st day	313.3	310.6	54.0	58.9	56.2	
S. Baker-Encina - 10/11 & 12	309.3	307.5	59.7	66.0	62.5	
S. Baker-Encina - Last day	307.2	306.6	60.1	62.0	60.7	
Celilo-Rufus	108.4	97.8	60.2	65.5	62.8	

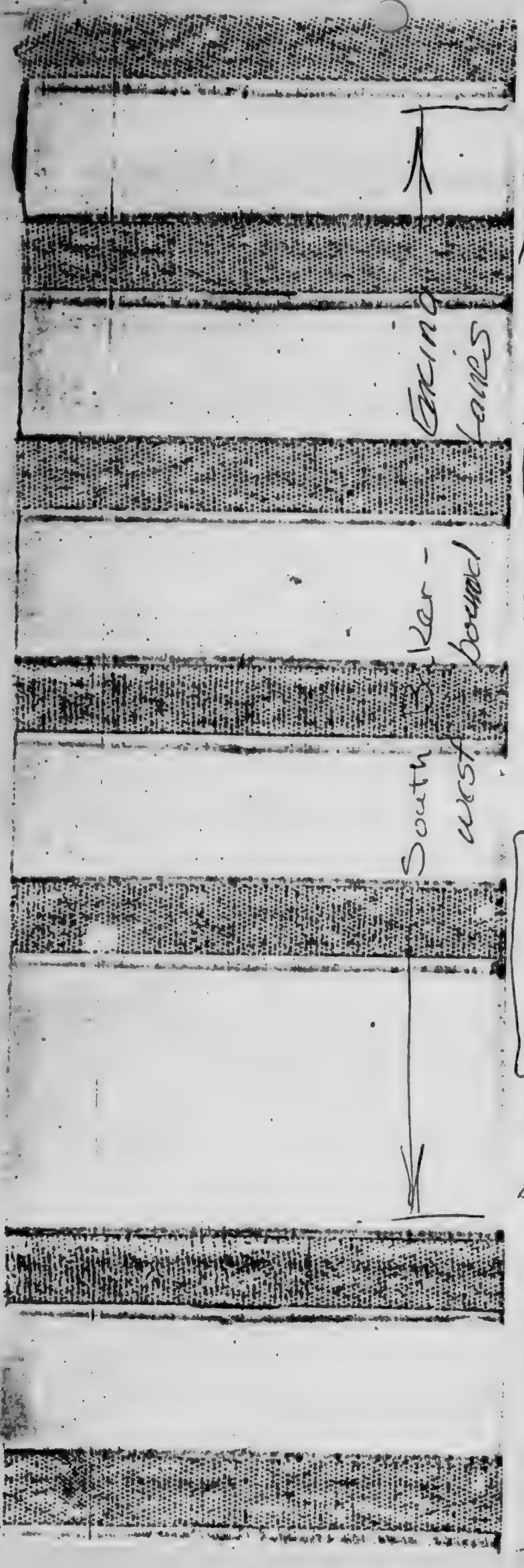
The skid-resistance values obtained compare favorably with the results obtained on other "Class E" mix surfacings. The average reported by Gordon Beecroft, Research Engineer, in his letter of July 28, 1976, for five other "Class E" overlays was 58.3. It is my understanding a skid number of about 37 is the minimum desirable. Copies of skid data readings are attached.

Based on the above data, we could not be considered negligent of permitting a dangerous condition to exist by allowing the nonspecification material to remain in place until it is determined if it is to be accepted.

MDG:fr

Att.

cc: H. S. Coulter
Dale Allen
FHWA
Joe Schlieski
Gordon Beecroft
Jim Wilson



DECEMBER 20, 07

Hwy #	MP.	Lane	Speed	Volume	
2	30150	3	99	5940000	=62.0
2	30684	3	94	5720000	=60.7
2	30704	3	97	5760000	=60.5
3	30720	3	89	5720000	=60.1
2	30722	3	89	5720000	=60.1

West. Bound
Right Lane (outside)
Good "E" mix
FOR Control

Ave = 60.7

303.4 / 5

60.1 - 62.0
Ave 60.7

2	30751	3	92	5820000	=61.0
2	30767	3	92	6390000	=66.9
2	30786	3	94	5680000	=59.7
2	30814	3	97	6310000	=65.3
2	30836	4	02	5700000	=59.9
2	30867	3	93	5740000	=60.3
2	30892	3	86	6090000	=63.4
2	30915	3	95	6150000	=63.9
2	30939	3	97	6040000	=62.9

West Bound
Right Lane
Bad "E" mix
} outside

59.7 - 66.0
Ave 62.5

Ave = 62.5

562.3 / 9

3	31064	3	93	5120000	= 54.8
2	31115	3	99	5160000	= 55.2
2	31145	3	96	5450000	= 57.7
2	31175	3	94	5040000	= 54.1
2	31203	3	96	5460000	= 57.8
2	31224	4	01	5030000	= 54.0
2	31244	4	01	5150000	= 55.1
2	31260	3	94	5190000	= 55.5
3	31271	3	93	5580000	= 58.9
2	31285	3	93	5580000	= 58.9
4	31300	0	07	63	

West Bound
Left Lane
Bad "E" mix
} (inside)

54.0 - 58.9
Ave. 56.2

Ave = 56.2

562.0 / 10

2	31157	3	99	6220000
2	31114	4	01	5470000
2	31075	4	00	5670000
2	30982	3	95	6050000
3	30923	3	98	5770000
2	30873	3	97	6190000
2	30812	4	02	5710000
2	30762	4	05	5760000
2	30727	4	05	5930000
2	30697	3	93	5780000

$SN_{40}(REF) = 7.782 + 0.880\,SN_{40}(Obs)$

West Bound
Left LANE
Ford "E" Mix

South Bound Entrance

East bound Exit

MP		Speed	SN_{obs}	
2	31157	399	6220000	= 64.5
2	31114	401	5470000	= 57.9
2	31075	400	5670000	= 59.7
2	30982	395	6050000	= 63.8
2	30923	390	5770000	= 60.6
2	30873	397	6190000	= 64.2
2	30812	402	5710000	= 60.0
2	30762	405	5760000	= 60.5
2	30727	405	5930000	= 62.0
2	30691	393	5780000	= 60.0

Test Site 306.5' to 312. East Bd Right

57.9 – 64.5

Ave = 61.3

$\frac{613}{10}$ =

North Bound Exit

East bound Lane

4	30500	10783		
2	30174	399	5790000	= 60.7
2	29635	396	5830000	= 61.1
2	29579	395	5690999	= 59.8
2	29539	405	5690000	= 59.8
2	29467	407	5760000	= 60.5
2	29416	393	5660000	= 59.6
2	29372	393	5980000	= 62.4
2	29306	398	5470000	= 57.7
2	29260	398	5210000	= 55.6
2	29179	399	5230000	= ~~55.8~~
2	29133	393	5860000	= 61.4
2	29063	390	5420000	= 57.5
2	28983	393	6210000	= 64.4
2	28930	395	5840000	= 61.2
2	28895	399	5860000	= 61.4
2	28831	399	6050000	= ~~63.8~~
2	28774	399	5810000	= ~~60.4~~
2	28731	400	5810000	= ~~60.4~~
2	28722	391	5780000	= 60.6
2	28685	399	5850000	= 61.3
2	28661	397	5720000	= ~~60.1~~
2	28621	399	6030000	= ~~63.6~~
2	28570	404	5090000	= 54.6
2	28554	390	6250000	= 64.8
2	28540	390	6250000	= 64.8

Test Site

285.00 to 297.00

East Bd Right Lane

Ave = ~~512.5~~ = ~~60.5~~

$\frac{25}{25}$

$\frac{1512.5}{-\ 363.3} - \frac{25}{19}$,

$\frac{1149.2}{19} = 60.5$

54.6 - 64.8

Ave. 60.5

$\frac{25}{25}$

MP 109 Curves
→ MP 97.8 Calib.

Westbound
outside lane

2	09781	3925	25	0000	64.	78
2	09809	4006	17	0000	64.	98
2	09835	3935	90	0000	61.	70
2	09884	3956	17	0000	64.	08
2	09960	4006	03	0000	62.	85
2	10014	3945	96	0999	62.	25
2	10080	3955	74	0000	60.	29
2	10129	4006	33	0000	65.	49
2	10170	3935	98	0000	62.	81
2	10232	3996	33	0000	65.	49
2	10276	3986	19	0000	64.	25
2	10309	3926	11	0000	63.	55
2	10384	4005	85	0000	61.	26
2	10453	4046	71	0000	60.	03
2	10499	3976	03	0000	62.	85
2	10550	3956	04	0000	62.	93
2	10607	3946	07	0000	63.	20
2	10655	3946	05	0000	63.	02
2	10691	3955	89	0000	61.	61
2	10769	3978	79	0000	60.	73
2	10815	3996	93	0000	61.	97
2	10843	3306	05	0000		
4	10900	0075	3			

62.80 AVE

Columbia River
Hwy - #2
12-21-77

Hwy #6
Skidded 8/11/77
East bd
Ft. Lonle

12-20-77 60.5

933.9 / 17 = 54.9

Ave=

North Boulder - Baldock Slough

51.1 - 62.2
Ave. 54.9

S. Baker — Pleasant Valley

S. Bakers Bicwa

Hwy #6
Skidded 8/11/77
East bd
Rt. Lane

OK 57.4

12-20-77 61.3

1014.1 / 17 = 59.7

55.5 - 61.0
59.4

53.1

57.7

(5)

8527

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8527

Salem, Oregon

January 11, 1978

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Nonspecification A.C.
South Baker Int.-Encina Int.
Contract No. 8527

TO: Dale D. Allen
Region Construction Engineer

In reply to your November 9, 1977 request, approval is given for the following actions:

1. Concur that no payment be made for the 3,451.59 tons of "E" mix incorporated into the project October 11 and 12, 1977. The contractor be notified in writing that the mix laid those two days has been rejected for not being in reasonably close conformance with the specifications, and that no payment will be made until a determination is made if the material is to be accepted and allowed to remain in place. The 100 percent rejection for the "E" mix laid on these two days amounts to $27,612.72 at bid prices.

Payment for the remaining "E" mix be made with a reduction in price of $2,723.38 for acceptance of the 6,549.75 tons of nonspecification "E" mix. These actions are in accordance with Section 105.03 of the Standard Provisions.

2. The "C" mix be accepted subject to a $2,025.60 reduction in price for the entire 8,709.68 tons of the nonspecification material and an additional $800 withheld pending final determination of the low compaction results.

Attached is a copy of M. D. Glenn's recommendations and calculations used as the basis for the price adjustments. The quantities of mix used in these calculations were taken from the daily plant reports. They should be reviewed by the Resident Engineer for any corrections to agree with actual quantities placed.

MDG:fr

Att.

cc/Att.

H. S. Coulter
FHWA
John Jenkins
Robert Church

RECEIVED
STATE HWY ENGR
JAN 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 4, 1978

FILE: CON 5 #8527

FROM: M. D. Glenn
Quality Control Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: South Baker Int.-Encina Int.
FAP No. IR-80N-7(51)305
Contract No. 8527
Nonspecification A.C. Mixtures

Following are requested recommendations and comments to Dale Allen's November 9, 1977 letter:

1. Payment for "E" mix be made less $32,361.60 as calculated under Item 3. The contractor be notified of the rejection and no payment for "E" mix laid October 11 and 12 and to inform us how he intends to make the work acceptable.

2. "C" mix be accepted subject to a price deduction based on the total quantities of nonspecification materials. The Resident Engineer provided ample notification to the contractor verbally and by letter that aggregates being produced did not comply with gradation specifications. The contractor in turn notified the Resident of their intention to continue production as they had been doing, as they felt material within specifications could be produced by the addition of concrete sand. The contractor is considered to have elected not to produce in accordance with specifications and therefore assumed responsibility for all non-spec material. A price agreement for the reduction in price in the amount of $2,025.60 should be prepared for acceptance of the 8,709.68 tons of "C" mix that did not comply with the gradation requirements of the mix design.

Compaction of the "C" mix was required in conformance with the Standard Specifications. The above amount does not include any price adjustment due to low compaction of the Class "C" mix. We presently have records of 19 compaction cores being cut on this project. It is difficult to estimate what the price adjustment will amount to. These cores cover approximately half of the 1/2 mile units on the project, not including the shoulder area. Both the lab and field results on 6 of the 19 cores failed to meet compaction requirements and would result in a reduction in price of $402.50. All 19 cores had void contents in excess of the 2 percent design. Assuming compaction results on the remaining untested units would be similar, an additional $800.00 for possible low compaction results should be withheld. The actual amount will be dependent upon core results from the untested sections when submitted by the field.

3. I concur with Dale Allen's recommendation that no payment be made for Class "E" mixture produced on October 11 and 12, 1977. I recommend, however, that any monetary deductions for the remaining quantity of non-spec "E" mix be based on the total amount of non-spec material and not according to our normal guidelines.

I therefore recommend the contractor be paid now for the "E" mix placed, less the amount of $32,361.60. The 100 percent deduction for October 11, 12 mix amounts to $27,612.72 and that for the remainder of the "E" mix amounting to $2,723.38. Calculations showing the adjustments for the Class "C" and "E" mixes are attached.

The 6-inch and 4-inch cores required by the lab to evaluate these mixes have yet to be submitted. There are no corrective actions which can be taken with the Class "C" mix at this time. This is not the case with the "E" mix, and its value, especially for the two particularly bad days, cannot be judged until the cores results are obtained. A price agreement for final acceptance of the "E" mix can be made following evaluation of the cores and determination of necessary corrective actions if any. The proposed deductions should cover any corrections necessary.

Results of the skid tests taken December 20, 1977 compared favorably with the results obtained on other "E" mix surfacings. This should eliminate the possibility for any tort liability in connection with acceptance of the materials at this time.

The proposed reductions have been discussed with Dave Carter of the FHWA and his concurrence obtained.

MDG:fr

Att.

Contract No. 8527 SUMMARY of FAILING TESTS RESULTS for CLASS "E" BIT MIX
Class (B, C, E, PMBB)

Section S. BAKER INTCHG - ENCINA INTCHG.

SHEE

MIX DESIGN # 77-10918

SHIFT AVERAGE OF TESTS

Sieve Size	100 1/2		90±4% 3/8		60±4% 1/4		11±4% #10		4±2% #200								6.0±0.5 Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs		AS
	%		%		%		%		%		%		%		SE. LL. PI		%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	
Date & Test No	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15	
10/13/77 1					68	4	21	6	6.2	0.2							5.8		323.60	94.2	304.8	10.2	31.09	
2							19	4									"		689.89	"	649.9	4.0	26.00	
3					65	1	19	4									"		717.82	"	676.2	5.0	33.81	
4					68	4	19	4									"		622.95	"	586.8	8.0	46.94	
5							19	4									"		411.09	"	387.2	4.0	15.49	
10/14 9					52	4											5.7		574.66	94.3	541.9	4.0	21.68	
10					53	3											"		360.62	"	340.1	3.0	10.20	
11					55	1											"		476.87	"	449.7	1.0	4.50	
10/15 13							17	2									6.0		381.43	94.0	358.5	2.0	7.17	
15					65	1											"		851.97	"	800.8	1.0	8.01	
10/16 18&19																	5.4	0.1	1329.35	94.6	1257.6	—	—	
10/11 20					66	2	29	14	7.1	1.1	100% rejection						5.8		395.12	94.2	372.2	17.1	795.17	
21							26	11	6.4	0.4	795.17 TONS						"		400.12	"	376.9	11.5		
22					55	1	22	7	Information - Trial BATCH								"		—	—	—	—	—	
10/12 23			81	5	52	4	22	7	6.3	0.3							5.9		391.44	94.1	368.3	16.3		
24					69	5	30	15	6.9	0.9	100% REJECTION						"		541.38	"	509.4	20.9		
25					~~76~~ 6		25	10	6.2	0.2	2656.47 TONS						"		497.26	"	467.9	10.2	2656.47	
26					70	6	26	11	6.3	0.3							"		617.93	"	581.5	17.3		
27					55	1	18	3									"		608.46	"	572.6	4.0		
10/14 29			84	2	53	3											5.8		705.17	94.2	664.3	5.0	33.21	
																	S/B TOTALS		10,897.13				3689.69	

Submit original copy plus other substantiating data with price agreement.

SUMMARY of FAILING TESTS RESULTS for CLASS "E" BIT MIX
Class (B, C, E, PMBB)

SHEET 1 of 2.

'CHG - ENGINA INTCHG.

MIX DESIGN # 77-10918

~~SHIFT AVERAGE OF TESTS~~ 60±4% 11±4% 4±2% 6.0±0.5

1/4"		#10		#200						SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
															In Mix		Out Specs		Out Specs	Out Specs
															100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
%		%		%		%		%				%			%	Tons	%	Tons	Tons	Tons
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs							
	3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
68	4	21	6	6.2	0.2							5.8		323.60	94.2	304.8	10.2	31.09		
		19	4									"		689.89	"	649.9	4.0	26.00		
65	1	19	4									"		717.82	"	676.2	5.0	33.81		
68	4	19	4									"		622.95	"	586.8	8.0	46.94		
		19	4									"		411.09	"	387.2	4.0	15.49		
52	4											5.7		574.66	94.3	541.9	4.0	21.68		
53	3											"		360.62	"	340.1	3.0	10.20		
55	1											"		476.87	"	449.7	1.0	4.50		
		17	2									6.0		381.43	94.0	358.5	2.0	7.17		
65	1											"		851.97	"	800.8	1.0	8.01		
												5.4	0.1	1329.35	94.6	1257.6	—	—	1.33	
66	2	29	14	7.1	1.1	100% rejection						5.8		395.12	94.2	372.2	17.1	~~795.12~~ 795.17		
		26	11	6.4	0.4	~~795.12~~ TONS						"		400.12	"	376.9	11.5			
55	1	22	7	Information - TRIAL BATCH								"		—	—	—	—	—		
52	4	22	7	6.3	0.3							5.9		391.44	94.1	368.3	16.3			
69	5	30	15	6.9	0.9	100% REJECTION						"		541.38	"	509.4	20.9			
~~76~~ 6		25	10	6.2	0.2	2656.47 TONS						"		497.26	"	467.9	10.2	2656.47		
70	6	26	11	6.3	0.3							"		617.93	"	581.5	17.3			
55	1	18	3									"		608.46	"	572.6	4.0			
53	3											5.8		705.17	94.2	664.3	5.0	33.21		
												SUB-TOTALS		10,897.13				3689.69	1.33	

antiating data with price agreement

Contract No. 8527 SUMMARY of FAILING TESTS RESULTS for CLASS "E" BIT MIX
Class (B, C, E, PMBB)

SHEE

Section S. BAKER INTCHG - ENCINA INTCHG.

MIX DESIGN # 77-10918

SHIFT AVERAGE OF TESTS

Sieve Size	1/2		3/8		1/4		#10		#200						SE. LL. PI		Asphalt		MIX USED	AGGREGATE				AS
	100		90±4%		60±4%		11±4%		4±2%								6.0±0.5			In Mix		Out Specs		
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	
Date &	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	
Test #	1	1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	
10/17 30			~~85~~	+			~~16~~						BAL BRGHT FRWD						10,897.13				3,689.67	
30			85	1			16	1									6.1		364.58	939	~~364.5~~ 342.3	2.0	6.85	
31					67	3	18	3									"		1025.76	"	963.2	6.0	57.79	
32							17	2									"		737.86	"	692.8	2.0	13.86	
33							16	1									"		572.53	"	537.6	1.0	5.38	
10/18 34							16	1									5.9		403.48	94.1	379.7	1.0	3.80	

REDUCTION IN PRICE = 3,777.37 TONS x $8.00/TON = $30,218.96
1.33 Tons Asph. x 88.00/TON = 117.04
TOTAL $30,336.—

REDUCTION IN PRICE for MIX PRODUCED
10/11 & 10/12/77 for 100% REJECTION
10/11 = 795.12 TONS
10/12 - 2656.47 TONS
3,451.59 TONS x 8.00/TON = $27,612.72

TOTALS 14,001.34 3,777.37

Submit original copy plus other substantiating data with price agreement.

527

SUMMARY of FAILING TESTS RESULTS for CLASS "E" BIT MIX
Class (B, C, E, PMBB)

SHEET 2 of 2

ER INTCHG - ENCINA INTCHG.

MIX DESIGN # 77-10918

SHIFT AVERAGE OF TESTS

90 ±4%		60 ±4%		11 ±4%		4 ±2%						6.0 ±0.5		MIX USED	AGGREGATE				ASPHALT	SE, LL. PI
3/8		1/4		#10		#200				SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
~~85~~	~~H~~			~~16~~						BAL BRGHT FRWD						10897.13				3689.67	1.33	
85	1			16	1									6.1		364.58	93.9	~~342.3~~ 361.5	7.0	6.85		
		67	3	18	3									"		1025.76	"	963.2	6.0	57.79		
				17	2									"		737.86	"	692.8	2.0	13.86		
				16	1									"		572.53	"	537.6	1.0	5.38		
				16	1									5.9		403.48	94.1	379.7	1.0	3.80		

REDUCTION IN PRICE = 3,777.37 TONS x $8.00/TON = $30,218.96
1.33 Tons Asph. x $88.00/TON = 117.04
TOTAL $30,336.—

N IN PRICE for MIX PRODUCED
2/77 for 100% REJECTION
795.12 TONS
6562.47 TONS
,451.59 TONS x $8.00/TON = $27,612.72

TOTALS 14,001.34 3,777.37 1.33

us other substantiating data with price agreement.

Contract No. 8527 SUMMARY of FAILING TESTS RESULTS for CLASS "C" BIT MIX
Class (B, C, E, PMBB)

Section S. BAKER INTCHG-ENCINA INTCHG.

MIX DESIGN # 77-1024Z

		100	57 ±4%	59 ±4%	20 ±4%	10 ±4%	4 ±2%			6.3 ±0.5%		MIX USED	AGGREGATE			
	Sieve Size	3/4	1/2	1/4	#10	#40	#200		SE. LL. PI	Asphalt			In Mix		Out Specs	
		%	%	%	%	%	%	%		%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date &		Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs	Ave / Out Specs			%	Tons	%	Tons
Test No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
9/23/77																
1					28 ~~25~~ 4		6.5 0.5			5.9		40	94.1	38.3	4.5	1.72
2				66 +3	34 10		6.9 0.9			5.9		573	"	539.2	13.9	74.95
3					28 4		6.3 0.3			"		480	"	451.7	4.3	19.42
4					26 2					"		630	"	592.8	2.0	11.86
5					25 1					"		453	"	426.3	1.0	4.26
6					25 1		6.1 0.1			"		489	"	460.1	1.1	5.06
7		Backup - not run														
9/26 8				47-6						6.0		48	94.0	45.1	8	3.61
9					29 5		6.2 0.2			"		533	"	501.0	5.2	26.05
10				64 +1						"		1022	"	960.7	1.0	9.61
9/27 14				53 - 2						6.0		20.2	94.0	190	2.0	0.38
15				51 -4						"		686.5	"	645.3	4.0	25.81
16				52 - 3						"		737.1	"	692.9	3.0	20.79
9-28 20							6.1 0.1			6.3		443.79	93.7	416.3	0.1	0.42
9-29 23				66 : 3			6.3 0.3			6.0		89.91	94.0	84.5	3.3	25.43
24				65 -2			6.1 0.1			"		745.68	"	700.9	2.1	14.72
9-30 26							6.4 0.4			6.7		407 -	93.3	379.7	0.4	1.52
27				64 +1			6.4 0.4			"		581 -	"	542.1	1.4	7.59
							Reduction in Price -			253.20 Tons	@ $8.00/ton	= $2025				253.2
										TOTALS		8709.68				

Submit original copy plus other substantiating data with price agreement

2025.60 / 8709.6 = $0

SUMMARY of FAILING TESTS RESULTS for CLASS "C" BIT MIX
Class (B, C, E, PMBB)

1-1

NTCHG-ENCINA INTCHG.

MIX DESIGN # 77-1024Z

~~SHIFT AVERAGE OF TESTS~~ 4% 59 ±4% 20 ±4% 10 ±4% 4 ±2% 6.3 ±0.5%

2	1/4		#10		#40		#200		SE, LL, PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE, LL, PI
	%		%		%		%				%			In Mix		Out Specs		Out Specs	Out Specs
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11×12 / 100	Sum of Col. 1-7	Col. 13×14 / 100	Col. 10×11 / 100	Col. 8×13
														%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
			28	~~25~~ 4			6.5	0.5					5.9		40	94.1	38.3	4.5	1.72		
	66	+3	34	10			6.9	0.9					5.9		573	"	539.2	13.9	74.95		
			28	4			6.3	0.3					"		480	"	451.7	4.3	19.42		
			26	2									"		630	"	592.8	2.0	11.86		
			25	1									"		453	"	476.3	1.0	4.26		
			25	1			6.1	0.1					"		489	"	460.1	1.1	5.06		
at ram																					
	47	-8											6.0		48	94.0	45.1	8	3.61		
			29	5			6.2	0.2					"		533	"	501.0	5.2	26.05		
	64	+1											"		1022	"	960.7	1.0	9.61		
	53	-2											6.0		20.2	94.0	19.0	2.0	0.38		
	51	-4											"		686.5	"	645.3	4.0	25.81		
	52	-3											"		937.1	"	692.9	3.0	20.79		
							6.1	0.1					6.3		~~449.79~~ 445.1	93.7	416.3	0.1	0.42		
	66	-3					6.3	0.3					6.0		89.91	94.0	70.7	3.3	23.43		
	65	-2					6.1	0.1					"		745.68	"	700.9	2.1	14.72		
							6.4	0.4					6.7		407 -	93.3	379.7	0.4	1.52		
	64	+1					6.4	0.4					"		581 -	"	542.1	1.4	7.59		
					Reduction in Price -								253.70 Tons		@ $8.00/Ton		= $2025.60				
												TOTALS	8709.68						253.70		

r substantiating data with price agreement

2025.60 / 8709.6 = $0.233/Ton

Contract No. 8527 SUMMARY of FAILING TESTS RESULTS for "C & E" BIT MIX

Class (B, C, E, PMBB)

Section S. BAKER INTCHG - ENCINA INTCHG.

SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE			
Sieve Size													SE. LL. PI		Asphalt			In Mix		Out Specs	
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
	%		%		%		%		%		%		%		%			%	Tons	%	Tons
	1	1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
			CLASS "C" Mix for 8,709.68 Tons Mix =															$2025.60		$ 2,025.60		
			CLASS "E" Mix																				
			FOR 3,451.59 TONS @ 100% REJECTION															= $27,612.72					
			FOR 10,$49.75 TONS Mix @ reduced price															2,723.38		$ 30,336.—			
																	TOTAL Mix			$ 32,361.60			
			Estimate Low Compaction - Class "C" Mix																	800.—			
																				$ 33,161.60			
																	TOTALS						

Submit original copy plus other substantiating data with price agreement.

7 SUMMARY of FAILING TESTS RESULTS for "C & E" BIT MIX 1-1

Class (B, C, E, PMBB)

INTCHG - ENCINA INTCHG.

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE, LL. PI
								SE. LL. PI		Asphalt					In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%				%					100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs				%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8		9	10	11	12	13	14	15	16	17
CLASS "C" Mix for 8,709.68 Tons Mix =																$2025.60		2,025 60				
CLASS "E" Mix																						
For 3,451.59 Tons @ 100% REJECTION																= $27,612.72						
For 10,549.75 Tons Mix @ reduced price																2,723.38		$30,336.—				
														TOTAL Mix				$32,361 60				
Estimate Low Compaction - Class "C" Mix																		800 —				
																		$33161.60				
TOTALS																						

ther substantiating data with price agreement.

8527

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310 December 22, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.

Gentlemen:

We received notice of the following replacements:

Prior TCD's	Receipt #	Amount
14-337071	144641	$ 15,000
14-337057	144688	90,000
14-337056	144688	25,000
		$130,000

New TCD's		
14-337119	144725	$ 15,000
14-337120	144725	70,000
14-349145	144733	15,000
		$100,000

Security Summary:

Contract No.	Prior Allocation	Change	New Allocation
8343	$ 30,000	(10,000)	$ 20,000
8504	50,000	(40,000)	10,000
8527	50,000	---	50,000
8606	---	20,000	20,000
Total	$130,000	$(30,000)	$100,000

The new allocation is based on approved reductions in retainage requirements and subsequent memos from Babler Bros. indicating disposition of the excess deposits.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros, Inc.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

#8527 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 10-27-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IR-80N-7(51)305

STATE PROJECT NO. See Below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70014

TO:

F. B. Klaboe
Chief of Operations, ODOT
State Of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
5-4-77	9-20-77	Interstate 80N / Primary 6

GENERAL LOCATION:

"South Baker Interchange _ Encina Interchange"

GENERAL DESCRIPTION OF WORK:

Removal of East Baker Truck Scale Equipment by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AXXXXXXX PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-5-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 3 at a total estimated cost not to exceed $1,500 Federal Funds $1,400.

(Note: Total cost $4,000, only $1,500 FA participation)

Swan 11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8527

9

October 11, 1977

Mrs. H. E. Ernstrom
522 S. E. Peacock Lane
Portland, OR 97214

Dear Mrs. Ernstrom:

This is in reply to your October 3, 1977 letter relating to an unfortunate incident you experienced on I-80N east of Baker.

At the present time, we have a contract underway south of Baker to overlay and seal the highway. On the afternoon you went through the project, our project engineer received word from the State Police that the signs the contractor had placed at quitting time were incorrect. We immediately telephoned the contractor, but he could not be reached. The Baker maintenance foreman was dispatched by radio to correct the signs and properly adjust the cones.

On the following workday, the contractor was informed of the incident and advised that this type of carelessness would not be tolerated.

To reduce the problem of flying rock, additional advisory signs have been added.

We regret the incident you experienced and hope we can maintain your respect for the Highway Division

Sincerely,

H. S. Coulter
State Highway Engineer

bc: Region 5
J. A. Schlieski
Babler Brothers, Inc. w/ Copy Ernstrom letter

Keasey

RECEIVED
STATE HWY ENGR
OCT 5 '77
REFER TO
Schwartz
FOR
Info | Inves | R/D | O/R | Sign | Act | Ltr
✓
cy Sellis

Portland, Oregon
October 3, 1977

Scott Coulter
State Highway Building
Salem, Oregon

Dear Mr. Coulter;

As a life-long resident of Oregon I have always had tremendous respect for the highways in our state and the department that maintains them. However, after a recent trip across Oregon on 80N, I am quite upset and incredulous about the functioning of said department.

On Friday afternoon, September 16, we entered Oregon from an Idaho vacation. Between Ontario and Baker, in the westbound lanes of 80N we came upon several large orange signs saying "left lane closed ahead". Soon we were funneled into, believe it or not, the LEFT lane of the freeway, the surface of which was entirely covered with loose gravel. At this point the speed signs said 45 mph and there were orange cones between the left and right lanes of the highway which restricted travel to the left lane only. The gravel, cones and speed signs continued in this manner for a number of miles. Suddenly, without warning, the cones ended and the speed signs said 55 mph, leaving a 2 lane wide expanse of loose gravel with no traffic controls of any kind. After a distance of this we could see ahead of us that the pavement in the right lane began again, while the left lane continued to be gravel as far as we could see. We moved over to the right lane to return to the pavement as soon as possible. Immediately the car behind us roared around us spewing gravel over us which broke our windshield.

The following day my nephew and family returned to Oregon on the same highway and he had a headlight on his car broken in exactly the same manner. Both cars also suffered countless paint chips from flying gravel.

In my mind it is gross negligence on the part of the State Highway Depatment to not have required the traffic to remain in a single line while on the gravel, as well as maintain a lower speed. I feel that the $180.00 bill to replace our windshield was a sad end to what had been a nice vacation. As a taxpayer in this state I strongly resent the inexcusable lack of proper control as well as the complete lack of any manpower on the scene in the middle of a weekday afternoon.

Sincerely,
Mrs. H. E. Ernstrom
Mrs. H. E. Ernstrom
522 S. E. Peacock Lane
Portland, Oregon 97214

#8527

8

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros., Inc.

8343

The retainage requirement on contract has been reduced to $30,000. This releases $65,000. In accordance with a phone conversation with Mr. Richards of Babler Bros. on Sept. 12th, 25,000 will be applied to contract 8527 and the balance will be converted to cash.

We have received Safekeeping receipt 144688 for TCD 324871 in the amount of $95,000 and TCD 324872 in the amount of $25,000 both maturing October 12, 1977. These replace TCD 324795 in the amount of $65,000 and TCD 324796 in the amount of $95,000.

In addition Mr Richards indicated by memo of Sept. 2nd that the $5,000 released on contract 8375 whould be applied to contract 8504.

Summary:

Contract	Prior Allocation	Change	New Allocation
8343	$ 95,000	$ (65,000)	$ 30,000
8375	5,000	(5,000)	--
8439	15,000	--	15,000
8504	45,000	5,000	50,000
8527	25,000	25,000	50,000

Vernon E. Skoog
Controller

NOTED
C. W. HEAD

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W . Head
R. Church
C.W. Barrett, Jr(Att.)

1527

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 8, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project IR-80N-7(51)305
South Baker Interchange-Encina Interchg.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. W. J. Hart's letter of August 30,

I concur in the proposed salvage.

G. K. Hansen
for G. L. Green

cc:
C. T. Keasey
W. E. Schwartz
J. Schlieski
C. Ansell
D. E. Swan

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

August 30, 1977

Salvage Value of Light Poles,
Sign Structure, Guard Rail
S. Baker Intch.-Encina Intch.
Old Oregon Trail Highway
Baker County
Contract 8527

Since the Port of Entry (Farewell Bend) is now in operation, we will obliterate the East Baker Truck Scale site. This work will be done under the subject contract. We, therefore, wish to propose a salvage value on seven 30-foot light poles, two break-away sign supports, and 150-feet of guardrail.

The salvage value proposed is $36.08. This amount is based on 800 lbs. of steel light poles, 405 lbs. of steel break-away sign supports, and 1200 lbs. of steel guard rails at $0.015 per pound of steel salvaged.

This material will be stockpiled in the Baker Maintenance Yard or as directed by the resident engineer.

Walter J. Hart
Structural Design Engineer

cc C. T. Keasey
W. E. Schwartz
J. Schlieski
C. Ansell

bc G. J. Ballard

GJB:dh

8527

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 25, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros.,Inc.

Copy
8375

We have received safekeeping receipt 144641 which shows TCD 324813 in the amount of $25,000 maturing September 16, 1977 replaces TCD 324737 for the same amount.

In addition Mr. Richards with Babler Bros., Inc. by memo of August 16, 1977 authorized transfer of $25,000 from contract 8375 to contract 8527. This is in accordance with our letter of August 15th reducing the retainage requirements on contract 8375 to $5,000.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

...ED
...W. HEAD

8527 7-19-77 8

cc: OSHD (E S Hunter)

STATE COPY

INITIAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Baker	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-19-77	R. A. Nichols, AreaEngr.	I-IR-80N-7(51)305

IN COMPANY WITH: Vern Cusack, Asst. Div. Engr.,FHWA; Discussed with Dale Allen, Reg. Constr. Engr. and Joe Schlieski, Res. Engr., OSHD

LOCATION

Westbound lanes of I-80N from about 1 miles south of Baker, southerly 6.7 miles to Encina.

CONTRACTOR NAME AND ADDRESS

Babler Bros. Inc.

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
6-1-77	971,042,50	100 CWD	6-14-77	7-13-77

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	35	2

REMARKS

SOUTH BAKER INTCHG.-ENCINA SECTION
OLD OREGON TRAIL HWY.
Overlay

Purpose of Project: The purpose of the project is to extend the service life of the pavement in the westbound lanes by overlaying the existing pavement with asphaltic rubber and asphaltic concrete.

Work Completed: A crew working for Sahuaro Petroleum and Asphalt Co., a subcontractor, filled in the large cracks in the inside lane plus the large longitudinal cracks with rubberized asphalt. They filled in a little over 90,000 feet of cracks or about 10% less than the original estimate.

Baker Redimix, a commercial supplier in BAker, had crushed some aggregates for the asphaltic concrete. The ½-¼ aggregates did not meet specification requirements because of excessive dust coated to the aggregates. The ¼-10 appeared to be okay but the 10-0 was deficient in the 40-60 sizes and contained excessive -200.

Work in Progress: Baker Redimix was producing AC aggregates.

Comments: None.

RECEIVED STATE HWY ENGR AUG 1'77 REFER TO FOR Info Invest R/D O/R Sign Act File

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

8527

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon County Baker Project No.
7-80	**FEDERAL-AID PROJECT AGREEMENT** 7-1-77	IR-80N-7(51)305

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, S. Baker Intchge., SE 6.68 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-77	6.677
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,114,958	$ 1,028,437

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 7 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, June 27, 1977

FEDERAL AID PROJECT
NO. IR-80N-7(51)305

SOUTH BAKER INTERCHANGE-ENCINA INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY

Project Agreement Estimate.

Type Code 6201
Paving (Sta. 113+00 to Sta. 465+56.59)

Furnishing Field Laboratory	1 only	2,000.00	$ 2,000.00
Mobilization	All Required		75,000.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Temporary Signs	530 sq. ft.	5.00	2,650.00
Flagmen	1,000 hr.	17.00	17,000.00
Watering	210 M-gal.	6.00	1,260.00
Aggregate Shoulders	13,100 ton	5.00	65,500.00
Class "C" Asphalt Concrete Mixture	20,100 ton	8.00	160,800.00
Class "E" Asphalt Concrete Mixture	18,800 ton	8.00	150,400.00
Asspahlt Cement in Mixture	2,620 ton	88.00	230,560.00
Portland Cement Lime Additive in Class "E" Mixture	190 ton	65.00	12,350.00
Asphalt in Tack Coat	60 ton	130.00	7,800.00
Asphalt - Rubber Mixture	440 ton	400.00	176,000.00
Cover Aggregate	3,200 ton	15.00	48,000.00
Guardrail Anchors, Type 1	4 only	300.00	1,200.00
Adjust Guardrail	15,475 lin ft.	0.70	10,832.50
Delineators	130 only	13.00	1,690.00
			$ 971,042.50

Anticipated Items

Temporary and Permanent Pavement Striping	All Required	$ 3,000.00
On-the-Job Trainees (1 at $800)	All Required	800.00
Experimental Features Evaluation	All Required	7,500.00
		$ 11,300.00
	Subtotal	$ 982,342.50
	Engineering	132,615.50
	TOTAL	$ 1,114,958.00

Length of Roadway . . . . . .6.677 miles
Cost of Roadway Per Mile $166,984.87

Work Retained in Program Status
(not included in totals below)

Seal Cracks with Asphalt Rubber Mixture (E.W.)	All Required	$ 30,000.00
Federal Funds		$ 1,028,437.00
State Funds		86,521.00
	TOTAL	$ 1,114,958.00

Group 1 - 100%
Contract No. 8527
Prefix 601-1092

8527

SON
6558

LRW LAG 111 4-29-77 3.45 PM

HAL VERSTEEG
CY A L BRUMMITT

RE SECTION 403.16, P. 17, S. BAKER-ENCINA SPECIALS

WITH THE NEW SCALPING SPEC, WE ARE GETTING MUCH CLEANER AGGREGATE BUT ARE HAVING A HARD TIME TRYING ~~BX~~ TO VERIFY AND DOCUMENT THE PERCENTAGE PASSING 1/2 OR PASSING 3/4 THATS GOING TO THE CONE. THIS IS BECAUSE OF THE WAY THE BELTS AND SCREENS ARE SET UP ON A CRUSHER AND THE HAZARDS AROUND THE JAW. THE REVISION DOES NOT CHANGE THE SPEC REQUIREMENTS.

THE REVISION IS AS FOLLOWS...

A. GENERAL THE ROCK , OR GRAVEL MATERIAL FROM WHICH THE AGGREGATES ARE PRODUCED SHALL CONTAIN NOT MORE THAN 10 PERCENT BY WEIGHT OF MATERIAL PASSING THE 3/4 INCH SIEVE AFTER IT PASSES THE INITIAL SCREEN DECK. THE CONTRACTOR SHALL AFFORD SUCH FACILITIES FOR COLLECTING SAMPLES OF THE COMBINED AGGREGATES AFTER IT PASSES THE SCALPING OPERATION.

DELETE THE SENTENCE THAT FOLLOWS ABOUT THE PRIMARY ~~CRUSH~~ CRUSHER. THE ABOVE REVISION WILL TAKE CARE OF BOTH GRAVEL AND QUARRY SOURCES.

PLEASE LET ME KNOW IF THERE ARE ANY PROBLEMS GETTING THIS CHANGE.

DALE ALLEN
CC SCHLIESKI
MOORE
SH 3/4.

1 Versteeg ✓
Olson
Peterson
Scott
2 Swenson 10-4
Savage
Trout

RECEIVED
APR 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8527

80N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/77
Donald L Bandt

5-26-77 Bid Letting _____ All Clear Deadline

SECTION S Baker Intchg. - Encina
Highway Old Oregon Trail
County Baker Region ____
Type of Work Pave W. B. Lanes Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

I-80N-7(51)306

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter		X			X	Class 3 NM
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X				Ltr to DOGMI 4-19-77
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8527

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 21, 1977
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Assessment
Federal Aid Interstate
S. Baker Interchange-Encina
(MP 306.9-313.3)
I-80N
Baker County

The subject 6.4 mile section of I-80N is located in hilly, broken terrain south of the Baker Valley. Being a principal east-west link, the highway receives considerable use. This is reflected in the condition of the westbound lanes. The proposal would relieve a rapidly developing safety problem by providing an asphaltic concrete overlay.

It has been determined that no new right-of-way would be required, and that this project would not significantly affect the quality of the human environment. Therefore, this project is deemed a Non-Major action as defined in FHPM 7-7-2, paragraph 10 e.

GAP:cjh

cc: E. S. Hunter
Wendell Schwartz
Jim Kennedy
L. E. George
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8527

DATE: January 21, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Finance Approval

The westbound lanes of the South Baker Interchange-Encine Section of I-80N were completed and opened to traffic in 1969. By 1974, serious pavement distress was evident which will prevent this section from lasting through its original design life.

To correct this problem, I recommend overlaying this section with asphaltic concrete using Interstate Resurfacing funds, a new federal fund created by the 1976 Federal Aid Highway Act. The match is 92 percent Federal, 8 percent State. The total estimated cost for construction is $1,000,000.

The project should be scheduled as soon as possible to maintain the integrity of the existing surfacing. I request your approval to add this federal aid project to the Six-Year Construction Program for Fiscal Year 1977.

This matter will be on the agenda for your consideration at the February 15 meeting.

bc: C. W. Head
H. S. Coulter
L. W. Rulien
W. E. Schwartz
Robert A. Burco
E. S. Hunter
V. E. Skoog

DES:dpy srb

8527

FORM 81-724-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August 20, 1976

FROM: Dale D. Allen
Regional Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SALEM

SUBJECT: I80N
South Baker-Encina
Westbound Lanes
Overlay

We would like to request that the above project be placed on the FHWA Annual Program and Six-Year Improvement program for PSE and construction in fiscal year 1977.

The project involves an overlay of the westbound lanes due to excessive cracking. The project falls within the 3-R guidelines and according to Nichols and Valach would qualify for interstate funding.

All field work is complete and in Salem.

The project would cost approximately $856,000 and apparently was overlooked when our annual FHWA program was prepared.

Your approval is requested.

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-2-76

cc Rubein
Allen
Verotsos

DDA:je

RECEIVED
STATE HWY ENGR
AUG 23 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8527

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 7, 1976

FILE:

NOTED
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Rubberized Asphalt Seal
South Baker Interchange-
Encina Section
I-80N

TO: H. S. Coulter
Assistant State Highway Engineer

This section of westbound I-80N is currently not eligible for an overlay with FAI funding.

Mr. Nichols of the FHWA is suggesting that a rubberized asphalt interface be placed on this section of I-80N as a demonstration project. The $35,000 demonstration funds would cover only the extra cost for equipment, mixing and for the ground rubber. The State primary funds would have to be used to cover the cost of the asphalt and crushed aggregates in the seal. The proposed overlay would also need to be funded out of primary highway funds.

There is no apparent monetary advantage to the State with this FHWA demonstration project. If we plan to seal this section and overlay it with primary funds, we might want to try the rubber additive as an experiment.

4-13-76 No advantage in doing this.
SC

JHV:jh
cc: Frank E. Terpin
C. T. Keasey
Gordon Beecroft

RECEIVED
APR 8 1976
Office of
Assistant State Highway Engineer

8527

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7( )306
South Baker Interchange-Encina Section
Old Oregon Trail Highway
Request for Interstate Funding of Overlay

DATE: March 25, 1976

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's December 24, 1975 request for Interstate funding of the costs of overlaying the westbound lanes of I-80N between South Baker Interchange and Encina has been reviewed by our D. C. office.

We do not question the need for an overlay or other corrective measures, but we do not see sufficient justification to approve Interstate funding.

Although this work is not now eligible for FAI funding, proposed changes that are in the bill considered by the House-Senate committee may change eligibility of projects such as these. You may wish to hold this project in abeyance pending the final outcome of this legislation. We do not, however, know what the new criteria may be. It may be that the States would be required to develop priorities for FAI funding utilization which could limit percentage of funds for resurfacing.

for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO Orig
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

act later

3-29-76

8527.

December 24, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Westbound Lanes
South Baker Interchange-Encina Section
Old Oregon Trail Highway
Baker County
Your File 1041DA.5

We have reviewed the finding of ineligibility under "current national policy" for FAI funding of the requested rehabilitation of the subject section. In studying both the response and the policy promulgated through IM 21-1-67, CM dated May 9, 1967 and IM 21-8-71, to which it refers, we respectfully submit we find ourselves unable to concur in either.

In our study of the aforementioned memoranda, we were struck by the arbitrary and complete dismissal, by their simple omission, of any possible circumstance or contingency applicable to paving projects authorized after December 31, 1966 which could qualify them for additional FAI funding. While paving projects authorized before October 24, 1963 were acknowledged in many instances to be inadequate for their design periods due to structural deficiencies or misjudgment of forecasts of traffic and paving projects authorized between January 1, 1964 and January 1, 1967 were allowed additional interim design period stages of construction, it appears to have been established through Congressional fiat of October 24, 1963, as interpreted, that the apogees of pavement design and the forecasting of traffic had been attained. It is apparently then concluded that all paving projects authorized after January 1, 1967 would be presumed to be of that ultimate design "adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period". Experience has largely failed to bear this presumption out.

Traffic analysis of the subject section was prepared in 1965 using the procedures then considered appropriate. For the 1965 to 1985 design period, a one-way, five-axle truck ADT of 310 was forecast. It is appropriate to note here that the proper design period under the Federal-aid Highway Amendments Act of 1963 should have legitimately been 1967 to 1987 for the project construction authorization approved May 31, 1967. As shown in the accompanying attachments, the following actual traffic counts were subsequently made on the section:

The first classification count was made in 1967, the year construction began and the first year of the proper design period. A two-way, five-axle truck ADT of 360, or a one-way count of 180 was obtained. This count was 80 percent greater than the theoretical beginning truck ADT of 100 (the then assumed one-way truck ADT was obtained by taking ten percent of the total one-way ADT; in this instance, that ADT was 1,000). An actual count in 1970 obtained 205 one-way, five-axle loadings, or a 105 percent greater one-way truck ADT than that calculated initially. The actual one-way count in 1973, six years into the proper design period, was 425 five-axle loadings which is 37 percent more than the full twenty-year design period forecast of 310 five-axle, one-way loadings. We submit this as being significant misjudgment in the forecast of traffic, and prima facie evidence of underdesign.

In discussing the state-of-the-art in pavement design, it may be desirable to first refer to the AASHTO Interim Guide for Design of Pavement Structures, 1972. To quote from the Guide's introduction: "It is emphasized that this revised Guide should be considered as remaining interim in nature, and subject to further adjustment based on experience and additional research". This candidly realistic view of the state-of-the-art may be even more wholeheartedly concurred in if one also includes consideration of the inherent variabilities in materials, project environment conditions and construction practices.

While agreeing with the earlier mentioned memoranda that, "Considerable knowledge of pavement design criteria was obtained through the AASHTO Road Test...", we contend that in this project's design/construction period there were many material characteristics, production techniques and testing procedures crucial to pavemant life and serviceability yet to be learned. A specific example viewed as significantly contributory to the accelerated failure of the subject section is the now known frequent degradation of the natural aggregate fines obtained from sources in that region of the state.

Accepted sampling and testing practices of that time period took into account only the degradability of the coarse aggregates in the source. The in situ fines were presumed to be the most durable residual debris of the coarse aggregate's natural geological degradation. While this presumption has generally been confined in other parts of the state by later testing procedures, the retesting of previously approved sources in the general area of the subject project reveals unacceptably high percentages of the fines passing the 200 wet sieve.

That these heretofore undetected silts and clays seriously compromised the mix design and the structural integrity of the pavement is clearly demonstrated in recent test samples and visual inspection of the present pavement (see attachments). Excessive asphalt absorbtion by the fines caused a dry and brittle cured mix and coating of the larger aggregate with the degraded fines precluded adequate asphalt bonding for durability. Extensive alligatoring, major bond failure of construction joints and evidence of large-scale aggregate stripping fully substantiate these premises.

The causes and effects discussed above, in company with the attached supporting data, indicate to us the critical need for early corrective measures to avoid further irreparable deterioration of the present facility. Furthermore, we view this situation as being classically representative of qualifying criteria described in the earlier memoranda for the period prior to October 24, 1967. However much we may respect the Federal Highway Administration's duty and responsibility to prudently discharge the intended mandate of Congress, we view the "one-shot program" interpretation of the Congressional intent as unrealistic in the face of the continuing technological research and the ample evidence nationally of that same technology's recurring shortcomings.

That the Congress anticipates an alternate funding method for necessary reconstruction after the twenty-year design period may reasonably be assumed. To implement that eventuality before expiration of the design period, though, appears arbitrarily restrictive and at variance with the amended Section 109. Subsection (b) of Title 23, United States Code, which states in part: "(b) The geometric and construction standards to be adopted for the Interstate System shall be those approved by the Secretary in cooperation with the State highway departments. Such standards, as applied to each actual construction project, shall be adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period commencing on the date of approval by

the Secretary, under Section 106 of this title, of the plans, specifications and estimates for actual construction of such project...", is an unequivocable commitment of the Congress to Interstate funding of a twenty-year design period adequacy for each individually approved project under the program. We have yet to discover where that commitment has been legislatively withdrawn or transferred to an alternate program of reduced funding within those respective time limitations.

Further, in the preceding quotation, the injunctive sharing of responsibility for the cooperative adoption of geometric and construction standards adequate to accomplish the Congressional intent should be noted. Bearing this in mind, it then appears the state may fairly ask by what evidence or rationale it is required to assume a disproportionately greater responsibility for design period inadequacies. A greater responsibility manifests through the penalizing effect of the reduced Federal participation in the necessary restorative measures. It is difficult not to view this additional demand on the state's already overburdened resources as arbitrarily punitive in nature.

In the fifteen years from 1958 through 1974 the state has increased its road mileage by somewhat less than three percent. Its lane mileage has increased over 33 percent. The non-participating state costs for surfacing maintenance alone in the same period has increased from $3.6 million in 1959 to $10 million for the 1974-75 fiscal year. Despite inflation, much of this increase in costs is directly attributable to the increased lane mileage engendered by the multi-lane Interstate System. The state certainly need not apologize for discharge of its maintenance obligations.

In summation, it is the state's contention that:

1. The Congressional intent is explicitly for the construction of a system of Interstate highways to "such standards, as applied to each actual construction project, shall be adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period commencing on the date of approval...for actual construction of such project".

2. Interpretation of the Congressional intent to be a "one-shot program insofar as FAI funds for any one highway section" does not take cognizance of either the continuing development in pavement design and forecasting of traffic or the unconscionable overdesign that would have been necessary in the initial construction to guarantee

that "...durability and economy of maintenance..." charged in the statute.

3. The mutually shared responsibility to adopt standards adequate to accomplish the Congressionally mandated twenty-year design period does not place a greater onus upon the state for subsequent project inadequacies and that a reduced Federal participation in funding of restorative measures and structural improvements necessary to meet the design period requirements does, in effect, penalize the state in just such a manner.

In conclusion, we reaffirm our respect for and appreciation of the Federal Highway Administration's continuing efforts to scrupulously discharge its duty to the Congress. We do feel, however, that in this instance the national policy does not serve the best interests of the public, nor is it in true conformity with the Congressional intent. We therefore request our differing analysis and the data-supported previous request for Interstate funding of the subject project be forwarded to that authority empowered to afford relief from or amend the present untenably restrictive policy.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
J. H. Versteeg
Victor D. Wolfe
Wayne W. Reed
C. J. Gregg

WWR/CJG:jh ja

8507

801

1 Versteeg ✓
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
DEC 17 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

December 17, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: 1041DA.5
Westbound Lanes
South Baker Intchg.-Encina Section
Old Oregon Trail Highway
Baker County

We have reviewed the finding of ineligibility "under current national policy" for FAI funding of the requested rehabilitation of the subject section. In studying both the response and the policy promulgated through IM 21-1-67, CM dated May 9, 1967, and IM 21-8-71, to which it defers, we respectfully submit we find ourselves unable to concur in either.

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That these heretofore undetected silts and clays seriously compromised the mix design and the structural integrity of the pavement is clearly demonstrated in recent test samples and visual inspection of the present pavement (see attachments). Excessive asphalt absorption by the fines caused a dry and brittle cured mix and coating of the larger aggregate with the degraded fines precluded adequate asphalt bonding for durability. Extensive alligatoring, major bond failure of construction joints and evidence of large-scale aggregate stripping fully substantiate these premises.

The causes and effects discussed above, in company with the attached supporting data, indicate to us the critical need for early corrective measures to avoid further irreparable deterioration of the present facility. Furthermore, we view this situation as being classically representative of qualifying criteria described in the earlier memoranda for the period prior to October 24, 1967. However much we may respect the FHWA's duty and responsibility to prudently discharge the intended mandate of Congress, we view the "one shot program" interpretation of the Congressional intent as unrealistic in the face of the continuing technological research and the ample evidence nationally of that same technology's recurring shortcomings.

That the Congress anticipates an alternate funding method for necessary reconstruction after the twenty-year design period may reasonably be assumed. To implement that eventuality before expiration of the design period though appears arbitrarily restrictive and at variance with the amended Section 109. Subsection (b) of Title 23, United States Code, which states in part: "(b) The geometric and construction standards to be adopted for the Interstate System shall be those approved by the Secretary in cooperation with the State highway departments. Such standards, as applied to each actual construction project, shall be adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period commencing on the date of approval by the Secretary, under section 106 of this title, of the plans, specifications, and estimates for actual construction of such project."

We view the preceding as an unequivocable commitment of the Congress to Interstate funding of a twenty-year design period adequacy for each individually approved project under the program. We have yet to discover where that commitment has been legislatively withdrawn or transferred to an alternate program of reduced funding within those respective time limitations.

Further, it might well be noted in the preceding quotation, the injunctive sharing of responsibility for the cooperative adoption of geometric and construction standards adequate to accomplish the Congressional intent. Bearing this in mind, it then appears the state may fairly ask by what evidence or rationale it is required to assume a disproportionately greater responsibility for design period inadequacies. A greater responsibility manifest through the penalizing effect of the reduced federal participation in the necessary restorative measures. It is difficult not to view this additional demand on the state's already overburdened resources as arbitrarily punitive in nature.

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2. Interpretation of the Congressional intent to be a "one-shot program insofar as FAI funds for any one highway section" does not take cognizance of either the continuing development in pavement design and forecasting of traffic or the unconscionable over-design that would have been necessary in the initial construction to guarantee that".... durability and economy of maintenance" charged in the statute.

3. The mutually shared responsibility to adopt standards adequate to accomplish the Congressionally mandated twenty-year design period does not place a greater onus upon the state for subsequent project inadequacies and that a reduced federal participation in funding of restorative measures and structural improvements necessary to meet the design period requirements does in effect penalize the state in just such a manner.

In conclusion, we reaffirm our respect and appreciation of the FHWA's continuing efforts to scrupulously discharge its duty to the Congress. We do feel, however, that in this instance the national policy does not serve the best interests of the public nor is it in true conformity with the Congressional intent. We, therefore, request our differing analysis and the data supported previous request for Interstate funding of the subject project be forwarded to that authority empowered to afford relief from or amend the present untenably restrictive policy.

Very truly yours,

Victor D. Wolfe
Location Engineer

WWR:jh

8527

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 8, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-7(-)306
Westbound Lanes
S. Baker Interchange-Encina Section
Old Oregon Trail Highway

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Wolfe's July 29, letter requested FAI funding of an overlay on this section of I-80N.

Your request has been reviewed within FHWA and it has been determined that the work would not be eligible for FAI funding under current national policy.

We agree with the need for early corrective measures on this section. It is suggested that in addition to an overlay you may wish to investigate alternatives of recycling the present surface or the use of new rejuvenating materials. As you know Federal-aid primary funds can be used for essential construction work on the Interstate even though the work may not be eligible for FAI funding.

G. L. Green

RECEIVED
STATE HWY ENGR
SEP 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Can you make a better case?

.8527

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 29, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 500
Salem OR 97308

E. S. HUNTER

Dear Mr. Green:

Re: Westbound Lanes
S. Baker Interchange-Encina
Old Oregon Trail Highway I-80N
Baker County

Attached is a pavement evaluation report on the subject section. It is our opinion that an overlay must be placed soon in order to provide a safe, serviceable facility through the remainder of the design period.

We recognize that current FHWA policy does not cover projects of this type, but we believe that an exception should be made in this particular case due to the unforeseen heavy five-axle truck traffic that generated within three years after completion and opening to traffic.

We therefore request that special consideration be given this section and that FAI funding be approved for the necessary corrective action.

Very truly yours,

Victor D. Wolfe
Location Engineer

Att.

CJG:mc
bc E. S. Hunter
F. W. Yarbrough

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1975

To: Victor D. Wolfe
Location Engineer
O f f i c e

SUBJECT: Pavement Evaluation
West Bound Lanes
S. Baker Inter.-Encina
Old Oregon Trail Highway (I-80N)
Baker County

An investigation of the above section was made in October, 1974, to determine the cause of the pavement distress that has occurred within several years after completion of construction.

The project contract was awarded June 29, 1967, completed, and opened to traffic about January 8, 1969. The pavement structural design was based on an "R" value = 10, Traffic Coefficient (1967-1987) = 9.2, and a total Crushed Base Equivalent Requirement of 29.5", broken down by various components, the section appeared as: 6.0" asphaltic concrete, 3.0" plant mix bituminous base, 12.0" aggregate base, and satisfied the C.B.E. Requirement.

The field tests consisted of 288 deflection measurements, starting at M.P. 307.7 (North end of project) with a measurement made every 50 feet for a total of 16 measurements. This process continued at M.P.'s 309, 310, 311, 312, and 313 on the shoulder, outside lane, and inside lane. In addition, two test pits were dug at M.P. 309.17 and 311.94, and all components of the pavement structure were sampled and submitted to the laboratory for testing.

Traffic was obtained from the Planning Section, and they were able to provide actual counts and classifications for 1967, 1970, and 1973, see attachments 1, 1-a, 1-b, and 1-c; also included is the traffic analysis as used in the original structural design, attachments 1-d and 1-e. From this information, between 1967 and 1970 total truck traffic increased by only forty trucks, but from 1970 to 1973 the increase was 520 trucks total, of which 440 were in the five-axle or the heaviest weight constant category.

Field tests (deflection measurements) of the outside or truck lane indicate that a minimum three inches of asphaltic concrete overlay is required if the section is to successfully complete the planned design period. See attached sheets, 2 through 2-j.

Laboratory tests show the asphaltic concrete and plant mix bituminous base to be deficient in asphalt content, lowering the index of retained strength, which reduced the crushed base equivalency of the mix. The

aggregate base material met the specification requirements for the project, and the subgrade soil tests are within the range used for the original base design, so no adjustment was required for the design R value. See attachments 3 through 3-o.

Additionally, an analysis by the "Williams Method" was made using actual traffic classification counts of 1967, 1970, and 1973, and the recent projections provided by the Planning Section from 1973 to 1987. The results from this analysis indicate that four inches of asphaltic concrete is needed if the pavement structure is to provide the serviceability required for the planned twenty year design period, attachments 4, 4-a, 4-b, and 4-c.

Visual inspection revealed the outside or truck lane to be in the poorest condition, numerous transverse and longitudinal cracks, with alligatoring in many areas. Ruts to 1/4 inch were not uncommon. The pavement had a dry appearance at this time, although a black seal had been placed in 1972 in an attempt to seal the cracks and stop ravelling of the wearing surface. See attachments 5 and 5-a for general appearance of the section.

The Laboratory test results indicate a reduced equivalency for the asphalt treated materials, and by substituting the revised credits into the pavement design formula, a "Constructed Crushed Base Equivalent" of 28.0" was obtained. The designed total C.B.E. Requirement was 29.5", so the finished section was only 1.5" aggregate base or 0.75" asphaltic concrete underdesigned for the planned twenty year period. Again, substituting the actual truck traffic counts (1967, 1970, and 1973) and a revised expansion factor for the remaining design period into the formula, revealed the section should have been constructed to a total C.B.E. Requirement of 35.5". The actual traffic counts made in 1967, 1970, and 1973, and applied in the pavement design formula indicate the "As Constructed Structural Section" would reach a $P_t = 2.5$ by 1973, and the underdesign, by non-specification material, would not have lengthened the pavement life an appreciable period of time; failure was imminent because of the unpredictable increase in heavy truck traffic (five-axle) immediately after initial opening of the project.

The data presented above emphasizes the accelerated deterioration of the pavement structure, and the need for immediate corrective measures if the roadway is to maintain the high level of serviceability required of an Interstate facility.

Our recommendation is to place a three-inch minimum asphaltic concrete overlay in order to restore the structural integrity of the pavement for the remainder of the design period. The Federal Highway Administration's participation, with Interstate Funding, is requested, due to the unexpected

growth of five-axle trucks, and the change of law increasing axle weights and maximum load limits. The section has already proven structurally unsound because of traffic loadings that drastically exceeded the structural design, and as reported by "AASHTO" findings, an increase in load from 18 kip to 20 kip could result in a loss of pavement life of 25 to 40 percent.

C. J. Gregg
Base Design Engineer

CJG:af

.8528 Oregon City-New Era Sec. 1977
on Pacific Hwy. E.
(Rock screen slope prot.)

8529 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628 9

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-27-79	W. N. Bryant, Area Engineer	F-26(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-2-78	11-2-78	105 %	75 C.D.

APPROVED EXTENSIONS	LOCATION
None	Between M.P. 13.87 and M.P. 14.11 on Hwy. 99E South of Oregon City, OR

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON CITY - NEW ERA SECTION
PACIFIC HWY. EAST
Slope Protection

STATE HWY ENGR
MAR - 1 '79
REFER TO
Treasury
FOR
Init. | Init. | R-D | D/R | Sign | Act. | File

COPY SENT

FEB 27 1979

Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant W. M. Bryant Area Engineer		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8521

November 7, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 6, 1978, we wrote to you concerning release of final payment on Contract No. 8528 awarded to Dennis V. Snyder for rock screen slope protection on the Oregon City-New Era (M.P. 13.87 to 14.11) Section of the Pacific Highway East in Clackamas County.

Final payment on this contract is $2,954.09 and the total contract amount is $58,728.45. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

hkr

cc: Dennis V. Snyder
P. O. Box A
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8528

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: OREGON CITY - NEW ERA (MP 13.87 TO MP 14.11)		WEEK ENDING: May 13, 1978
		SECTION PREFIX: 3-1077
HIGHWAY: PACIFIC EAST		COUNTY: CLACKAMAS
NAME OF JOB: OREGON CITY - NEW ERA	KIND OF WORK: ROCK SCREEN SLOPE PROTECTION	
CONTRACTOR: DENNIS V. SNYDER	CONTRACT NUMBER: 8528	FEDERAL AID PROJECT NUMBER: F-26(2)
DATE OF CONTRACT: JUNE 2, 1977	DATE WORK STARTED: JANUARY 14, 1978	ESTIMATED COMPLETION DATE: , 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR work days 75	CALENDAR work days used 79
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 105
PROJECT AUTHORIZATION: $ 69,353.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 63,296.70	ENGINEERING AUTHORIZATION $ 6,057.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 63,296.70	ENGINEERING COST TO DATE $ 5,509.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 91 %	DATE PROJECT WAS COMPLETED: May 2, 1978

Semi-final submitted May 12, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

	Scaling	Chain Link Mesh Mat 100			Chain Link Mesh Mat		
					Sq. Ft.		
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					21,000		
TOTAL QUANTITIES CORRECTED TO DATE					21,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					19835.8		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: Pick-up

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Clear	0		
MONDAY	8	Fair	0		
TUESDAY	9	Showers	0		
WEDNESDAY	10	"	0		
THURSDAY	11	"	0		
FRIDAY	5	Cloudy	0		
SATURDAY	6	Clear	0		

RECEIVED
MAY 15 1978
CC
Keasey Richards Berg Glenn

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	7	No activity.
MONDAY	8	" "
TUESDAY	9	" "
WEDNESDAY	10	" "
THURSDAY	11	" "
FRIDAY	12	Semi-final submitted.
SATURDAY		

REMARKS

Semi-final submitted to Region office May 12, 1978

Final Report.

SIGNED _____ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8528

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-87		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 1	7-7-77	Project Number F-26(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 75,124
Federal funds	$ 5,144	$ 64,452
Other revisions		

This modification is made for the following reasons:

Add construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of July, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. P. Hunter

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

Files

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, June 23, 1977

FEDERAL AID PROJECT
NO. F-26(2)

Oregon City-New Era Section
Pacific Highway East
Clackamas County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,000.00
Type Code Y007			
Rock Slope Protection (M.P. 13.87 to Sta. 14.11)			
Mobilization	All Required		$ 7,500.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	188 sq. ft.	7.75	1,457.00
Flagmen	600 hr.	15.00	9,000.00
Front End Loader, 4-Wheel Dr.	120 hr.	35.00	4,200.00
Dump Truck	120 hr.	27.50	3,300.00
Scalers	240 hr.	18.00	4,320.00
Scaler's Helper	240 hr.	18.00	4,320.00
Cable Anchors	12 only	327.00	3,924.00
3/8-inch Steel Cable	1,500 lin. ft.	1.00	1,500.00
Chain Link Mesh Mat	21,000 sq. ft.	0.75	15,750.00
			$59,271.00
Anticipated Items			
Railroad Protective Cost	All Required		$ 1,100.00
	Subtotal		$ 60,371.00
	Engineering		8,753.00
	TOTAL		$ 69,124.00
Length of Project	0.00 mile		
Work Retained in Program Status (not included in totals below)			
Herbicide Treatment (S.F.)	All Required		$ 200.00

Summary of Funds 85.80%

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,144	$ 856
Rock Slope Protection	69,124	59,308	9,816
TOTAL	$75,124	$64,452	$10,672

Group 1 - 100%
Contract No. 8528
Prefix 3-1077
Prefix 3-1932

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-10	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-28-77	STATE Oregon COUNTY Clackamas PROJECT NO. F-26(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 99E. SCL Oregon City S. 0.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9/21/76	0.27
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000	$ 5,144

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E Thurston

Deputy State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: G. L. Green

Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 22, 1977

Federal Aid Project
No. F-26(2)

MP 13.83 - MP 14.10 Section

Pacific Hwy. East in Clackamas County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering		
	All Required	$6,000.00
	TOTAL	$6,000.00

Length of Project - - - - - - - - - - 0.27 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 6,000.00	$ 5,144.00	$ 856.00
Retain in Program			
Contract Work	271,000.00	232,355.00	38,645.00
TOTAL	$277,000.00	$237,499.00	$39,501.00

Group 1 - 100%

Prefix: 3-1932

Pro Rata: 85.8%

8528

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

June 7, 1977

FROM: M. D. Glenn
Construction EEO Engineer

SUBJECT: Oregon City - New Era
Pacific Highway East
Job No. 2 - May 26th
Bid Letting

TO: L. W. Rulien
Project Management

This will confirm my telephone notification on June 2, 1977 to Guy Cornforth's office that substantiating data had been received from Dennis V. Snyder and I therefore recommended award of contract to him.

The afternoon of June 2nd Mr. Snyder personally furnished contract agreements he held with the Soils Conservation Services of the Department of Agriculture and with the Port of Portland. Pertinent contract specifications regarding EEO reporting requirements were obtained which verified he was not required to submit reports to these contracting agencies. Copies of these requirements are attached.

MDG:mk

Attach.

NOTED
E. S. HUNTER

cc: E. S. Hunter/att. ✓
Jack Sollis/att.

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

THE PORT OF PORTLAND
P. O. BOX 3529
PORTLAND, OREGON 97208

RUBBLE REMOVAL
SWAN ISLAND SHIP REPAIR YARD EXPANSION

April 1977

Under the same date as this contract, the contractor is furnishing the Port with a corporate surety bond with _____ _____ as surety, in the amount of _____.

The said bond shall insure full compliance and full execution and performance of this contract by the contractor in accordance with all of its terms and provisions.

The contractor agrees to diligently prosecute the work to final acceptance and to accept as full payment hereunder the amounts specified in the Proposal and the Port agrees to make payments, at the time, in the amount and upon the terms and conditions specified in the General Conditions.

During the performance of this contract, the contractor agrees as follows:

1. EQUAL OPPORTUNITY CLAUSE

A. The contractor shall not discriminate against any employee or applicant for employment because of race, sex, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

B. The contractor shall, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, sex, creed, color or national origin.

C. The contractor shall send to each labor unit or representative of workers with which he has a collective bargaining agreement or other contract or understanding a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. The contractor shall comply with all provisions of Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and relevant order of the Secretary of Labor.

E. The contractor shall furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor and will permit access to books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

F. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be called, terminated, or suspended in whole or in part. Further, the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order by rule, regulations, or order of the Secretary of Labor, or as otherwise provided by law.

G. The contractor shall include the provisions of paragraphs "A" through "G" in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance.

Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

2. NON-SEGREGATED FACILITIES CERTIFICATE

A. The contractor certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments, and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. The contractor further certifies that he will not maintain or provide for his employees segregated facilities at any of his establishments, and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. The contractor agrees that a breach of this certification is a violation of the equal opportunity clause in this contract. As used in this certification, the term "segregated facilities" means

any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, color, sex, creed or national origin, because of habit, local custom, or any other reason.

B. The contractor agrees that identical certifications will be obtained from proposed subcontractors prior to award of subcontracts exceeding $10,000, and that he will retain such certifications in his files.

C. The contractor shall forward the following notice to such proposed subcontractors except where the proposed contractors previously have submitted identical certifications which will show compliance during this contract period.

> Notice to Prospective Subcontractors of Requirement
> For Certification of Non-Segregated Facilities
>
> A Certificate of Non-Segregated Facilities, as required by the May 9, 1967, Order on Elimination of Segregated Facilities by the Secretary of Labor (32 Federal Regulation 7439, May 19, 1967), must be submitted by the subcontractor to the contractor prior to the award of a subcontract exceeding $10,000 which is non-exempt from the provisions of the Equal Opportunity clause. The certification may be submitted either for each subcontract or for all subcontracts during a period.

3. EMPLOYER INFORMATION REPORT (EEO-1, STANDARD FORM 100)

If a contractor has 50 or more employees and is required under Section 60-1.7 of Title 41 of the Code of Federal Regulations to file Employer Information Report, EEO-1 (Standard Form 100), contractor hereby certifies that it has done so or if not agrees that it will file such report in accordance with the applicable instructions and will continue to file such report unless or until contractor is not required by law or regulation to so file.

4. AFFIRMATIVE ACTION COMPLIANCE PROGRAM

If a contractor has 50 or more employees and the contracts are in amount of $50,000 or more, contractor may be required under Section 60-1.40 of Title 41 of the Code of Federal Regulations to develop a written Affirmative Action Compliance Program for each of his establishments. If contractor is so required, it agrees to do so no later than 120 days after the effectiveness of the first of the contracts of sale and main-

tain such program until such time as it is no longer required by law or regulation.

5. LISTING OF JOB VACANCIES

As provided by 41 CRF 50-250, the contractor agrees that all employment openings of the contractor which exist at the time of the execution of this contract and those which occurred during the performance of this contract, including those not generated by the contract and including those occurring at an establishment of the contractor other than the one wherein the contract is being performed excluding those of independently operated corporate affiliates, shall to the maximum amount feasible, be offered for listing at an appropriate local office of the State Employment Service System wherein the opening occurs and to provide such periodic reports to such local office regarding employment openings and hires as may be required. The contractor agrees further to place this provision in any subcontract directly under this contract or purchase order.

Note: The penalty for making false statements and certifications is set forth in 18 USC 1001.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly executed.

CONTRACTOR

_____

THE PORT OF PORTLAND

_____
Executive Director

STANDARD FORM 33, NOV. 1969
GENERAL SERVICES ADMINISTRATION
FED. PROC. REG. (41 CFR) 1-16.101

SOLICITATION, OFFER, AND AWARD

3. CERTIFIED FOR NATIONAL DEFENSE UNDER BDSA REG. 2 AND/OR [illegible] REG. 1.
RATING:

4. PAGE 1 OF

1. CONTRACT (Proc. Inst. Ident.) NO.
AG-41sesOOc02

2. SOLICITATION NO.
SCS-5-OR-77
[X] ADVERTISED (IFB) [ ] NEGOTIATED (RFP)

5. DATE ISSUED
November 4, 1976

6. REQUISITION/PURCHASE REQUEST NO.

7. ISSUED BY CODE
USDA-Soil Conservation Service
16th Floor; 1220 S. W. Third Avenue
Portland, Oregon 97204

8. ADDRESS OFFER TO (If other than Block 7)
Same as Block 7

SOLICITATION

9. Sealed offers in original and 0 copies for furnishing the supplies or services described in the Schedule will be received at the place specified in Block 8, OR IF HAND CARRIED, IN THE DEPOSITARY LOCATED IN Soil Conservation Service (See Block 7) until 2:00 P.M. local time at place of bid (Date, Hour, and Date) November 18, 1976 If this is an advertised solicitation, offers will be publicly opened at that time. CAUTION—LATE Offers: See par. 9 of Solicitation Instructions and Conditions.

All offers are subject to the following:
1. The attached Solicitation Instructions and Conditions, SF 33-A.
2. The General Provisions, [illegible] Section, which is attached or incorporated herein by reference.
3. The Schedule included below and/or attached hereto.
4. Such other provisions, representations, certifications, and specifications as are attached or incorporated herein by reference. (Attachments are listed in the Schedule.)

FOR INFORMATION CALL (Name and Telephone No.) (No collect calls) Dale A. Boner, District Conservationist, Soil Conservation Service, Pendleton, Oregon (503-276-3911, Ext. 435) Bernie Hewes

SCHEDULE

10 ITEM NO.	11 SUPPLIES/SERVICES	12 QUANTITY	13 UNIT	14 UNIT PRICE	15. AMOUNT
	RENTAL, EQUIPMENT WITH OPERATORS- Prepare sites, excavate for and install rock riprap and rock jetties, and remove debris along the Walla Walla River, Umatilla County, Oregon (See Bid Schedule). The following attachments form a part of this Invitation for Bid: BID SCHEDULE SPECIAL PROVISIONS				

ENCUMBERED
BY DEC 1 1976
26,088.00

OR-S (WF-03) 5176

(If Offer Accepted, Items Must Also Be Filled In, Completed By Offeror)

In compliance with the above, the undersigned offers and agrees, if this offer is accepted within ____ calendar days (60 calendar days unless a different period is inserted by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered, at the price set opposite each item, delivered at the designated point(s), within the time specified in the Schedule.

16. DISCOUNT FOR PROMPT PAYMENT (See Par. 9 on SF 33-A)
0 % 10 CALENDAR DAYS; ____ % 20 CALENDAR DAYS; ____ % 30 CALENDAR DAYS; ____ % ____ CALENDAR DAYS.

17. OFFEROR NAME & ADDRESS (Street, city, county, State, & ZIP Code) CODE: FACILITY CODE:
DENNIS V. Snyder
P.O. Box A
Glenwood, WA 98619
Area Code and Telephone No. 509- 666-4429
[ ] Check If Remittance Address Is Different From Above (If so, Fill In Address In Block)

18. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or Print)
DENNIS V. Snyder
OWNER

19. SIGNATURE
Dennis V. Snyder

20. OFFER DATE
11-24-76

AWARD (To Be Completed By Government)

21. ACCEPTED AS TO ITEMS NUMBERED
ALL ITEMS

22. AMOUNT
$26,088.00

23. ACCOUNTING AND APPROPRIATION DATA
OR-S (WF-03) 5176

24. SUBMIT INVOICES (4 copies unless otherwise specified) TO ADDRESS SHOWN IN BLOCK ____
None Required

25. NEGOTIATED [ ] 10 U.S.C. 2304(a)( )
PURSUANT TO [ ] 41 U.S.C. 252(c)( )

26. ADMINISTERED BY (If other than Block 7) CODE:

27. PAYMENT WILL BE MADE BY CODE:
SAME AS BLOCK 7

28. NAME OF CONTRACTING OFFICER (Type or Print)
C.R. Hillebrandt

29. UNITED STATES OF AMERICA
BY C.R. Hillebrandt
(Signature of Contracting Officer)

30. AWARD DATE
12/2/76

33-130 Award will be made on this form, or on Standard Form 26, or by other official written notice.

UNITED STATES DEPARTMENT OF AGRICULTURE

EQUAL OPPORTUNITY

(The following clause is applicable unless this contract is exempt under the rules, regulations, and relevant orders of the Secretary of Labor (41 CFR, Ch. 60).

During the performance of this contract, the Contractor agrees as follows:

(a) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Contracting Officer setting forth the provisions of this Equal Opportunity clause.

(b) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency Contracting Officer, advising the labor union or workers' representative of the Contractor's commitments under this Equal Opportunity clause, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The Contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(e) The Contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(f) In the event of the Contractor's noncompliance with the Equal Opportunity clause of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated or suspended, in whole or in part, and the Contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

Continued on reverse

(g) The Contractor will include the provisions of paragraphs (a) through (g) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

UNITED STATES DEPARTMENT OF AGRICULTURE

INSTRUCTIONS TO CONTRACTORS

FOR COMPLIANCE WITH EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS UNDER EXECUTIVE ORDER 11246 AND EXECUTIVE ORDER 11375 FOR FEDERAL PROCUREMENT OF PERSONAL PROPERTY AND NONPERSONAL SERVICES.

Your obligation under the Equal Opportunity clause of Executive Order 11246, as amended by Executive Order 11375, is to take affirmative action in providing equal employment opportunity. Reviews made by this Department as the Equal Employment Opportunity Compliance Agency for your Company or by the Office of Federal Contract Compliance, U.S. Department of Labor, may disclose the need for special commitments on your part to achieve equal employment opportunity compliance. Their proper discharge will be essential to performance of your contract.

As a minimum, your obligations under the Equal Opportunity clause of your contract requires you to observe the following:

1. NOTICE. The notice "Equal Employment Opportunity is the Law" is to be displayed in conspicuous places, available to all employees and applicants for employment. It must be similarly displayed by you in the performance of your contract. The notice is available from the contracting officer.

2. EQUAL OPPORTUNITY POLICY. Your equal employment opportunity policy is to be put in writing and communicated to all employees, offices, plants, or other facilities. It is most important that this policy be fully understood by supervisory personnel and effectively implemented.

3. NOTICE TO LABOR UNIONS AND OTHER ORGANIZATIONS OF WORKERS. The requirement in paragraph (c) of the Equal Opportunity clause that you will send a notice to each labor union or representative of workers with which you have a collective bargaining agreement or other contract of understanding, will be satisfied whenever you or your subcontractors post a copy of the notice "Equal Employment Opportunity is the Law" in conspicuous places.

4. CERTIFICATE OF NON-SEGREGATED FACILITIES. If your contract exceeds $10,000 you must certify that you do not maintain or allow in a workplace under your control employee facilities which are segregated on basis of race, color, religion, sex, or national origin, whether by directive or through custom.

5. INCLUSION OF EQUAL OPPORTUNITY CLAUSE IN SUBCONTRACTS. If your contract is in excess of $10,000 you are required to include the Equal Opportunity clause in subcontracts and purchase orders in excess of $10,000. If the subcontract is less than $50,000 the clause may be incorporated by reference.

6. APPLICATION FORMS. Application forms used in employment must not request or record information which can be used to identify an applicant's race, color, religion, sex, or national origin.

7. AFFIRMATIVE ACTION PLAN. The Equal Opportunity clause of your contract obligates you to take affirmative action to assure applicants and employees that there will be no discrimination on account of race, color, religion, sex, or national origin. Guidelines for the requirements of this plan are contained on the reverse side of this form. The plan must be updated annually.

8. REPORTS. If you employ 50 or more persons, are non-exempt, and if your contract amounts to $50,000 or more you are required to file annually, on or before the 31st day of March, complete and accurate reports on Standard Form 100-(EEO-1). A prime contractor is responsible for seeing that his non-exempt first tier subcontractors file the report and each prime subcontractor shall cause its subcontractors to file the report.

FORM AD-425a (7-74)
AGPR (41 CFR) 4-12.805-3

8528

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

June 1, 1977

FROM: M. D. Glenn
Construction EEO Engineer

SUBJECT: Oregon City - New Era
Pacific Highway East
Job No. 2 - May 26th
Bid Letting

TO: E. S. Hunter
Deputy State Highway Engineer

Pursuant to your telephone instructions of May 27th and May 30th, I have contacted Mr. Dennis V. Snyder regarding his certified statement of nondiscrimination in which he indicated he had not complied with the EEO reporting requirements.

I was able to contact Mr. Snyder about 11:00 a.m. on June 1st regarding this matter. Mr. Snyder indicated he had not been too sure which box to check, but being as he had never been required to submit any EEO reports, he had checked the has not box.

He further informed me he had nine contracts in Oregon and Washington last year ranging in size from $11,000 to $38,635. Six of these projects were with the Soil Conservation Services of the Department of Agriculture and one contract each with the U.S. Forest Services, The Port of Portland and as a subcontractor to J. Grant Construction Co. on a private development.

He also informed me he had not employed over 50 employees last year. His normal employment being 3 to 4 employees with 6 to 8 occasionally when owner-operator trucks are required.

Mr. Snyder therefore would not be required to submit an EEO-1 report to the Joint Reporting Committee per Title 41-CFR-Part 60-1-Rules and Regulations pertaining to government contracts and federally assisted construction contracts.

He also indicated the special contract provisions of these contracts did not require reports to be filed even though the contracts are for over $10,000. He is sending me copies of the various contract provisions today to verify this statement.

I was able to contact the Port of Portland regarding the contract he had with them. Mr. William Norris confirmed the project did not contain the Portland Plan Provisions and therefore reports to the Director of the Office of Contract Compliance was not required nor did the Port of Portland require any other EEO reports of him. It is therefore evident Mr. Snyder has not been required to file any reports with a federal government contract or administrating agency.

I therefore recommend award of the contract to Mr. Snyder subject to receipt of requested data to verify EEO reports were not-in-fact required.

MDG:mk

cc: L. R. Rulien
C. E. Head
Jack Sollis

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

8528

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 8, 1977

FILE: CON

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: OREGON CITY - NEW ERA SECTION
Chain Link Fence Slope Protection
Hwy. 99W

TO: HAL VERSTEEG
Design Engineer

Attention: Bill Cole

Concerning the chain link fence slope protection mat to be used on this section--we would like the same type and design used here as that on the Murphy Creek - Roaring River Section.

MC/lms

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8528

1E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

March 30, 1977

FILE: MAI 12

FROM: M. D. PAYNE
District Engineer

TO: J. H. VERSTEEG
Road Design Engineer
Salem

SUBJECT: Oregon City-New Era
M.P. 13.87-M.P. 14.11
Pacific Highway East
Clackamas County

The subject preliminary plans have been reviewed by this office and discussed with Bill Cole, et al.

The following is offered for consideration:

1. Sta. 124+27 to 128+52, install wire mesh on the rock slope face in lieu of the concrete shoulder barrier and fence.

   The typical section on Sheet 2 does not reflect the actual field conditions. The top of the fence in most cases would not be more than three feet horizontal distance from the rock slope face. It is envisioned that a rock falling from above would more than likely fall on the roadway side of the fence.

   The barrier would have to be removed periodically to clean out the rocks that should fall behind the fence.

   The existing roadside drainage would be eliminated by the pavement widening and rock fallout behind the barrier. This would increase the possibility of water draining onto the roadway surface.

   For these reasons, we feel that wire mesh on the rock face would be far more effective and easier to maintain.

Cont.

NOTED
W. E. COLE
4/1/77

1 Versteeg ✓
2 Olson 90C
3 Scott Acts
Swenson

RECEIVED
MAR 31 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

2. The scaling operation should start at Sta. 124+27 and end at Sta. 137+30. Scaling should also include cutting of brush and application of a herbicide brush killer ("Tordon" or equal).

   The scaling operation would consist of the following:

   1. Two scalers & two helpers = 480 Man Hours
      Scalers to be outfitted with chainsaw, bar and shears. Proper safety baskets and lines.

   2. One, 10 C.Y. dump truck w/driver = 120 Hrs.

   3. One, 2½ C.Y. front end loader/w. operator = 120 Hrs.

   4. Four, flagman = 480 Hrs.
      (Two flagmen stationed close to the scaling operation in the event of an unexpected rock fall after outside flagmen had released traffic.)

   5. Highway closures would be limited to 15 minutes between the hours of 9:00 AM and 3:30 PM.

If any additional information is required, please do not hesitate to call this office.

MDP:in

cc: M. W. Stovall

12

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 28, 1977

FILE: CON

FROM: MARION CRAFT
Region Construction Engineer

TO: HAL VERSTEEG
Design Engineer

Attention: Bill Cole

SUBJECT: OREGON CITY - NEW ERA
(MP 13.87 to 14.11) SECTION
Pacific Highway East
Clackamas County

This is in response to your questions on traffic control and how to define and pay for the work connected with the rock scaling. The consensus of opinion around here seems to be to stop traffic completely while the rock scalers are doing their work. We should set a maximum limit of 15 minutes for traffic to be stopped, and between the hours of 9 a.m. and 3 p.m. This should be well advertised in the local papers prior to doing any work, however, we will take care of that. Control of traffic could all be paid for under temporary control and direction of traffic.

The actual rock scaling operation could be paid for in one of two ways.
1. We could set up a number of man-hours, let the contractors bid on this and have the Resident Engineer determine when the work was acceptable.
2. We could set up an anticipated item in the contract, and have the work done under extra work.

Either way will require us to estimate the approximate man-hours and/or cost, however, the second method mentioned might mean less responsibility or liability on our part if there is a serious underrun or overrun.

For something to put in the contract to bid on, a figure of 400 man-hours is recommended, including supervision, but not including traffic control. A figure of $5,000 is suggested for an anticipated item if this method is chosen.

Our maintenance crew did this a few years ago, and during the course of the work, a rock about 3 feet in diameter came down, rolled or bounced across the road and landed on the railroad tracks below. I don't know how we could physically provide protection for this sort of thing, but the contractor should be aware that the railroad is there and insurance may be required.

REFERRED TO

Board — Reed
Cole MEC — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Dup.
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 [illegible]
Scott
Swenson
Savage
Trout

RECEIVED
APR 0 1 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To.
Bring Up
Other

MC/lms

DOC
Please review traffic control in depth pc

8528

1E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 25, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: MP 13.83-MP 14.10
Pacific Highway East
Clackamas County

TO: J. H. Versteeg
Road Design Engineer

A review of the subject project was made in the field on January 19 in company with Mr. Robert Ewen, Mr. James McClure, Mr. Maury Payne and Mr. Ralph Dimick.

It was the consensus that a portion of the northerly end of the project (Sta. 121+100 to Sta. 124+50) be protected by the construction of a concrete barrier and double mesh chain link fence along the shoulder.

The rest of the project should receive a very thorough rock scaling treatment.

By copy of this letter I am requesting Metropolitan Engineer Bothman to furnish you with appropriate items to prepare for bids on an equipment-rental basis or such other method of payment as may be considered acceptable.

FET:mc

cc R. N. Bothman
W. N. Hackleman
F. W. Yarbrough

REFERRED TO

Board Reed
2 Col Web ✓ Sample 2nd
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Dis
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Don
Scott
3 Swenson AWB
Savage
Trout

RECEIVED
JAN 26 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8528

October 7, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rutten
Program Management Engineer

SUBJECT Fiscal Year 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: R
Item No.: 70116
Project No.: F-26(2)
Federal-Aid Route No.: FAP 26
Section: MP 13.86 - MP 14.10
Highway: Pacific East
Begin M.P.: 13.86
Length: 0.27
County: Clackamas
City: NA
Work: Rock Fallout Protection
Estimated Cost: 271,000
Federal-Aid Cost: 232,355

NOTE:

(1) Exempt from A-95 review under working agreements.
(2) P.E. authorized under Project No. F-26(2).
(3) Originally shown by error as Item No. 71101.

JLG:re

cc: B. L. Gifford
Max Klotz (Metro)

8528

October 7, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Fiscal Year 1977 Annual Program

We propose removing the following project from Part 1 of the subject program:

Area: C
Item No.: 71101
Project No.: RF-26(-)
F.A. Route No.: FAP 26
Section: MP 13.83 - MP 14.10
Highway: Pacific East
Begin MP: 13.8
Length: 0.3
County: Clackamas
City: NA
Work: PE, Rock Bolts & Wire Mesh
Estimated Cost: 277,000
F.A. Cost: 235,000

Note:

(1) This project is being reprogrammed under Item No. 70116 as the work is outside of the urban area.

JLG:re

cc: B. L. Gifford
Max Klotz (Metro)

8528

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-26(2)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-118

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '76
REFER TO
Rullen
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-21-76	Primary 26	Primary 1E

GENERAL LOCATION:

"M.P. 13.83 M.P. 14.10 Section"
St. Rt. 99E SCL Oregon City South 0.3 Miles

GENERAL DESCRIPTION OF WORK:

PE - Rock Fallout Protection (Code Yoo7 Miles 0.27)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $6,000 - F.F. $5,144

☒ OTHER (Specify) Program Approval
(TEC $277,000 FF $237,499)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rullen's 8-27-76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set for in FHPM 7-7-2.

Also as requested in Mr. Rullen's 8-27-76 letter you are autholzed to proceed with the necessary work shown below.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-21-76		Division Administrator

PRO 6-2

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. F-26(2)

We are submitting program data for one project, Item No. RF-118, Project No. F-26(2), "M.P. 13.83 - M.P. 14.10 Section", which we desire to have included in the Federal-Aid Consolidated Primary Highway Program.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $6,000 with an obligation of $5,144 in Federal funds.

CL:md

Encl.

cc: E. L. Hardt (Region 1)

8529 Columbia City ("E", 2nd and "L" Sts.) Sec. (Paving) 1977

C+A 5139 10-20-76

8529

OREGON STATE HIGHWAY DIVISION

Form 81-736-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Columbia City
1755 Second Place
Columbia City, OR 97018
Attention of Mrs. Velma Van Dolah
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1764

Date

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: SCA Project
"E", 2nd and "L" Sts.
City Streets
Contract No. 8529
Covered by Agreement No.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's share per attached statement	$1,872.13	
		Amount Previously Transferred	---	$1,872.13
		City's Advance Deposit	2,620.00	
		Amount Previously Transferred	---	2,620.00
		Amount Due to City		$ 747.87
		(Attach itemized statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,620.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 305-1713-295

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:
Regional Engineer

Approved: Harold Kumer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8529

Date October 31, 1977

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1977

Contract # 8529 Prefix 305-1713 Survey Prefix 305-1424

Street "E", 2nd and "L"

City Columbia City

Payments to Contractor (see attached voucher)	$ 24,034.61
Engineering and Contingencies	2,837.52
Survey: Total $ 1,965.14 Prorated Share	
TOTAL	26,872.13
Agreed State Share	25,000.00
Agreed City Share	1,872.13
City Advance Deposit	2,620.00
BALANCE DUE CITY	747.87

Reference: Outside Billing cc 1764

RU

8529

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

8529

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 25, 1977

U.S. National Bank
Main Office
PO Box 4412
POrtland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8529

This contract has been finalled. The $1,250 deposited in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of this deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

CC: Cascade Construction Company, Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8529

July 18, 1977

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On July 14, 1977, we wrote to you concerning release of final payment on Contract No. 8529 awarded to Cascade Construction Co., Inc. for paving on "E", 2nd & "L" Streets in Columbia City, Columbia County.

Final payment on this contract is $24,034.61 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8529

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

8529

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

109

PAYEE

		VOUCHER DATE	TOTAL AMOUNT
	Cascade Construction Co. P.O. Box 4267 Portland, OR 97208	7-12-77	$ 24,034.61

01003

CONTRACT NO.	ESTIMATE NO.	
8529	1 Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: tp 6-10-77		
APPROVED: C. B. Jackman DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, Jon E. Morris certify that I am Vice President of Cascade Construction Co, Inc. (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED JUL 19 1977 HIGHWAY ACCOUNTING

RECEIVED JUL 19 1977 HIGHWAY ACCOUNTING

Jon E. Morris
(Signature)

FORM 81-734-1020

8529

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE

109

	Cascade Construction Co. P.O. Box 4267 Portland, OR 97208	VOUCHER DATE 7-12-77	TOTAL AMOUNT $ 24,034.61

010-02

CONTRACT NO.	ESTIMATE NO.	
8529	1 Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: tp 6-10-77		
APPROVED: R. B. Jackman DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, Jon E. Morris certify that I am Vice President of Cascade Construction Co, Inc. (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED JUL 19 1977 HIGHWAY ACCOUNTING

RECEIVED JUL 19 1977 HIGHWAY ACCOUNTING

Jon E. Morris
(Signature)

FORM 81-734-1020

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

CITY STREETS

FEDERAL AID PROJECT NO.

SECTION
COLUMBIA CITY (E, 2ND & L STREETS)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	9N AGGREGATE SHOULDERS	CU YD	13.5000	21.400	288.90	
002	9N CLASS C ASPHALT CONCRETE	TON	16.8000	945.451	15883.58	
003	9N CLASS C ASPHALT CONCRETE IN LEVELING	TON	18.5000	424.980	7862.13	

7-11-77

GROSS RETAINAGE	1,201.73		
TREASURER DEPOSIT	1,250.00		
* NET RETAINAGE			

DATE
07 11 77 PG. 01 8529

PREVIOUS VOUCHER NO.

CHECKED BY:
PGO/kf

ENGINEER OR AUDITOR
P.F. Burnett

TOTAL CONTRACT ITEMS	24034.61
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	24,034.61

8529

...YMENT VOUCHER | CITY STREETS | FEDERAL AID PROJECT NO.

SECTION: COLUMBIA CITY (E, 2ND & L STREETS)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
...TE SHOULDERS	CU YD	13.5000	21.400	288.90		288.90
ASPHALT CONCRETE	TON	16.8000	945.451	15883.58		15883.58
- ASPHALT CONCRETE IN LEVELING	TON	18.5000	424.980	7862.13		7862.13

	303	1490	299	00				
			** JOB TOTALS **			**	**	
	305	1419	905	00				706.60
	305	1419	914	00				5.72
	305	1419	918	00				8.40
	305	1419	920	00				35.47
	305	1419	921	00				504.59
			** JOB TOTALS **			**	**	1,260.78
	305	1424	901	00	2.68CR	480.63		480.63
	305	1424	905	00	.49	340.25		340.25
	305	1424	910	00	4.21CR	817.70		817.70
	305	1424	920	00	4.39	49.39		49.39
	305	1424	921	00	1.63	251.93		251.93
	305	1424	924	00		25.24		25.24
			** JOB TOTALS **		.38CR**	1,965.14	**	1,965.14
	306	1407	901	00				1,709.77
	306	1407	905	00		3.10		803.06
	306	1407	910	00				143.78
	306	1407	920	00				31.77
	306	1407	921	00		56.07		163.07
			** JOB TOTALS **		**	59.17	**	2,851.45
5TH-S CANYON DR (REDMOND)	309	1469	901	00	8.16CR	1,473.67		1,473.67
	309	1469	905	00	.48	328.34		328.34
	309	1469	910	00	.68CR	286.41		286.41
	309	1469	924	00		75.72		75.72
			** JOB TOTALS **		8.36CR**	2,164.14	**	2,164.14
BURNS (PARK ST) FOLLEY DR	313	1483	901	00				11.98
	313	1483	905	00				29.80
	313	1483	906	00				1,075.07
	313	1483	918	00				44.32

10-18-77			MAJOR CLASS 16 TOTALS		.31		243.07		180,370.93
R X-ING PRODUCTION FUND-PUC	099	1799	205	00	14,415.93		14,415.93		
	099	1799	283	00			35,775.31		285,145.93
	099	1799	283	49					347.34
	099	1799	915	00	13.91		96.05		255.05
			** JOB TOTALS **		14,429.84	**	50,287.29	**	285,748.32
	303	1719	900	00	.30		.30		.30
			** JOB TOTALS **		.30	**	.30	**	.30
2ND & L STS COLUMBIA CTY	305	1713	201	00			24,034.61		24,034.61
	305	1713	900	00	30.42		2,195.19		2,837.52
			** JOB TOTALS **		30.42	**	26,229.80	**	26,872.13
	306	1724	900	00	.83		.83		.83
			** JOB TOTALS **		.83	**	.83	**	.83
YRTLE POINT RR RIGHT OF WAY	306	1725	240	00					12,500.00
	306	1725	900	00					1.71
			** JOB TOTALS **			**		**	12,501.71
ND ST-SOUT R/R BLVD	309	1704	287	00					22,440.41
	309	1704	900	00					10.80CR
			** JOB TOTALS **			**		**	22,429.61
	312	1713	900	00					12,500.00
	312	1713	924	00					100.96
			** JOB TOTALS **			**		**	12,600.96
URNS-PARK ST	313	1706	900	00					325.91
			** JOB TOTALS **			**		**	325.91
ASCA LOCKS HY TO FOREST LN	314	1705	240	00					12,500.00
			** JOB TOTALS **			**		**	12,500.00
OGUE RIVER (BROADWAY ST)	315	1726	201	00					18,287.08
	315	1726	204	00			500.00		
	315	1726	206	00			7.43		7.43
	315	1726	900	00	30.90		50.20		1,795.18
			** JOB TOTALS **		30.90	**	557.63	**	20,089.69

8529

Salem (1) Cont. 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: COLUMBIA CITY ("E", 2ND & "L" STS)		WEEK ENDING: JUNE 25, 1977
		SECTION PREFIX: 305-1713
HIGHWAY: CITY STREETS		COUNTY: COLUMBIA
NAME OF JOB: Columbia City("E", 2ND & "L" Streets)	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Company, Inc..	CONTRACT NUMBER: 8529	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 6, 1977	DATE WORK STARTED: June 9, 1977	ESTIMATED COMPLETION DATE: June 10, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 50	CALENDAR DAYS USED: 0
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 0%
PROJECT AUTHORIZATION: $ 27,443.93		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 25,047.08	ENGINEERING AUTHORIZATION $ 2,396.85	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,034.61	ENGINEERING COST TO DATE $ 2,400	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 4 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: June 10, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.7			0.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED		0.7			0.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15.0 CY			1,360Ton
TOTAL QUANTITIES CORRECTED TO DATE		21.4 CY			1,370Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		21.4 CY			1,370Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		All contract work completed before the start of calendar day count.
MONDAY	Overcast	0		
TUESDAY	"	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY	Fair	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 27 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contractor completed all phases of construction on June 9th and June 10th. Marion Craft, RegConstEngr and myself made project inspection for acceptance on June 20th.
Letter received from Columbia City on the 24th June accepting the completed project and complimenting the State and Contractor for their performances.

SIGNED P. F. Burnett LOCATION Aloha

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8529

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8529

May 27, 1977

City of Columbia City
1755 Second Place
Columbia City, Oregon 97018

Attn: Mrs. Velma Van Dolah
City Recorder

Dear Mrs. Van Dolah:

On May 26, 1977 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for paving on the "E", 2nd and "L" Streets Section.

The anticipated construction cost based on their bid is as follows:

Bid Items	$ 23,968.50
4½% Contingencies	1,078.58
10% Engineering	2,396.85
ESTIMATED TOTAL COST	$ 27,443.93
Preliminary Engineering	169.54
	$ 27,613.47

City's Advance Deposit:

$27,613.47 less $25,000.00 or $2,620.00

Please make your check in the amount of $2,620.00 payable to the Oregon State Highway Division and send it to Mr. Robert H. Prange, Local Programs Manager, 207 DOT Bldg., Salem, Oregon 97310, prior to June 20, 1977.

Very truly yours,

Robert H. Prange
Local Programs Manager

FH:dmc

	303	1403	914	00				1.99
	303	1403	920	00				94.15
	303	1403	921	00				1,345.46
			** JOB TOTALS **		**		**	4,753.77
	303	1471	295	00		5,337.03		5,337.03
	303	1471	296	00		5,337.03CR		5,337.03CR
			** JOB TOTALS **		**		**	
	303	1490	296	00				3,284.45CR
	303	1490	299	00				3,284.45
			** JOB TOTALS **		**		**	
& SE 2ND ST-SCAPPOOSE	305	1419	905	00				706.60
	305	1419	914	00				5.72
	305	1419	918	00				8.40
	305	1419	920	00				35.47
	305	1419	921	00				504.69
			** JOB TOTALS **		**		**	1,260.78
& 2ND STS(COLUMBIA CITY)	305	1424	901	00	31.62	483.31		483.31
	305	1424	905	00	23.75	339.76		339.76
	305	1424	910	00	11.56CR	821.91		821.91
	305	1424	921	00	233.60	233.60		233.60
	305	1424	924	00		25.24		25.24
			** JOB TOTALS **		277.41 **	1,903.82	**	1,903.82
ERS (FIR ST)	306	1407	901	00				1,709.77
	306	1407	905	00		3.10		803.06
	306	1407	910	00				143.78
	306	1407	920	00				31.77
	306	1407	921	00		56.07		163.07
			** JOB TOTALS **		**	59.17	**	2,851.45
STH C CANYON DR (REDMOND)	309	1469	901	00	5.14CR	1,481.83		1,481.83
	309	1469	905	00		327.86		327.86
	309	1469	910	00	3.51CR	287.09		287.09
	309	1469	924	00		75.72		75.72
			** JOB TOTALS **		8.65CR**	2,172.50	**	2,172.50
NS (PARK ST) FOLLEY DR	313	1483	901	00				11.96
	313	1483	905	00				29.80
	313	1483	906	00				1,075.07
	313	1483	918	00				44.32

8529

Section Columbia City ("5" 2nd & "L" Streets) Programming Estimate $ _____

Highway City Streets Project Length 0.71 mile

County Columbia 4-20-77 Completion Time 50 cal. Workdays

Kind of Work Paving _____

Prefix 305-1424- FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 29,075

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ _____

$ 29,075-

Contingencies (4-1/2%) 1,308 36

Engineering (10 %) 2,907 50

SUBTOTAL $ Z

Credit for _____ $ _____

Estimated Net Authorization, Construction . . . . . $ 33,290 86

APPROVED

_____

Road Design Engineer

Rec. 1-20-77

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date _____

Section Columbia City ("E" 2nd. & "L" Streets) County Columbia

Kind Of Work Paving Length _____ Name Stein

No	Item Estimate	Code	Unit	Quant.	Unit Cost	Total
	Aggregate Shoulders		Cu. Yd	15	7.00	105 -
	Class "C" Asphalt Concrete		Ton	820	21.50	17,630 -
	Class "C" Asphalt Concrete in Leveling		Ton	540	21.-	11,340 -
				29,075		

8529

PHONE 397-4010

The City of Columbia City

OFFICE OF THE RECORDER
1755 SECOND PLACE
COLUMBIA CITY, OREGON 97018

April 4, 1977

Robert H. Prange
Local Projects Manager
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Prange:

The preliminary plans for the 1977 Special City Allotment project on Second, "E" and "L" Streets were reviewed by the City's Councilman over the Street Dept. and these were his comments:

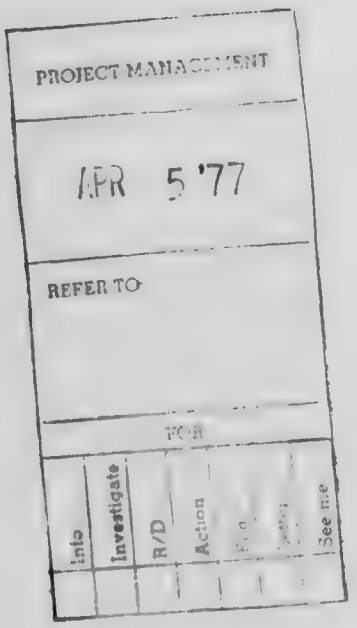
1) On 2nd & "E" paving - the outer 2 feet slopes to ½ inch. That is a little thin, 1 inch minimum is more appropriate.

2) The State's letter refers to 26 foot wide streets. Only 2nd is 26 foot wide. "L" will be resurfaced as they show at 20 feet+.

3) On "L" street, unless the aggregate is needed for drainage, I would like to pave out 24 feet unless the State has some other reason for it being there.

If it is possible to incorporate these changes, we would appreciate you doing so. However, we have enclosed one copy of the preliminary plans signed by the Mayor and myself.

If we can be of any further assistance, please don't hesitate to call on us.



Most sincerely,

Velma M. VanDolah

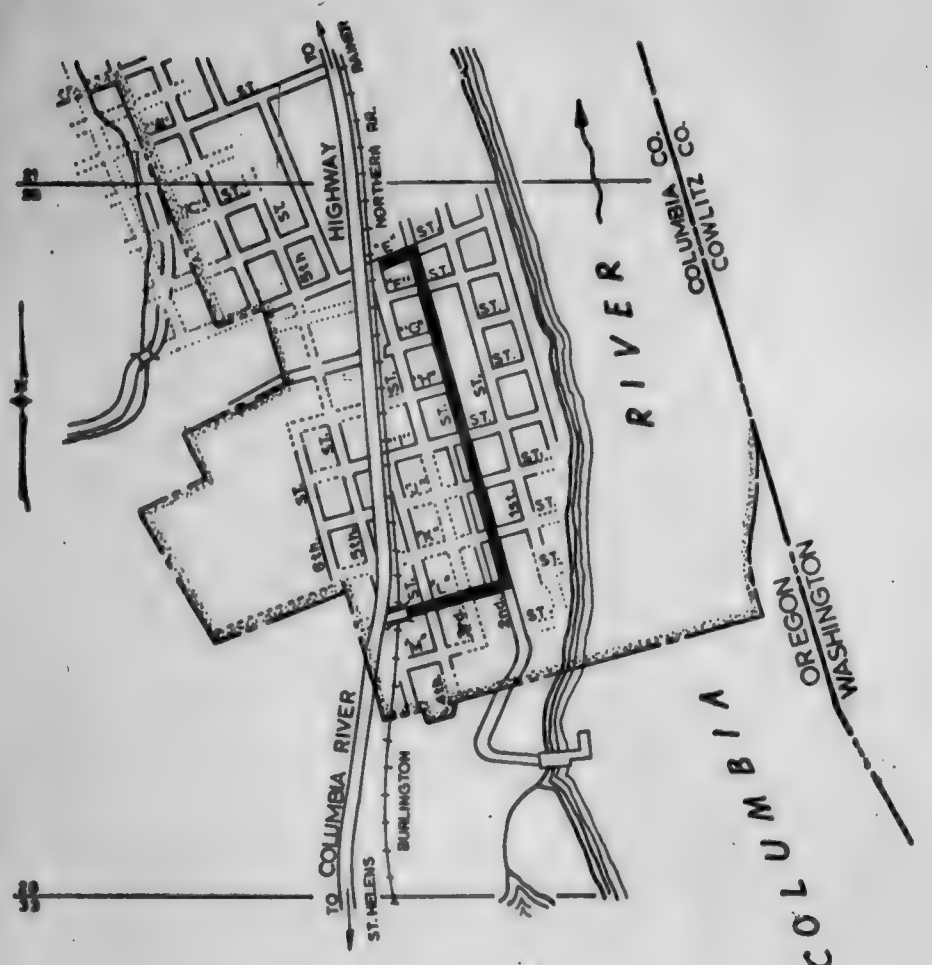
Velma M. VanDolah
City Recorder

4-5-77
Copy of Letter
to Design Section.
Hildebrandt

4-7

No R/W Map

COLUMBIA CITY



Sketch Map

Scale 400 0 400 800 Feet

T. 5 N., R.1 W., W.M.

PRELIMINARY
MAR 18 19
SUBJECT TO CH
FINAL DESIGN

NOTE:
4 Valve Co

PRELIMINARY COPY
SUBJECT TO CHANGE

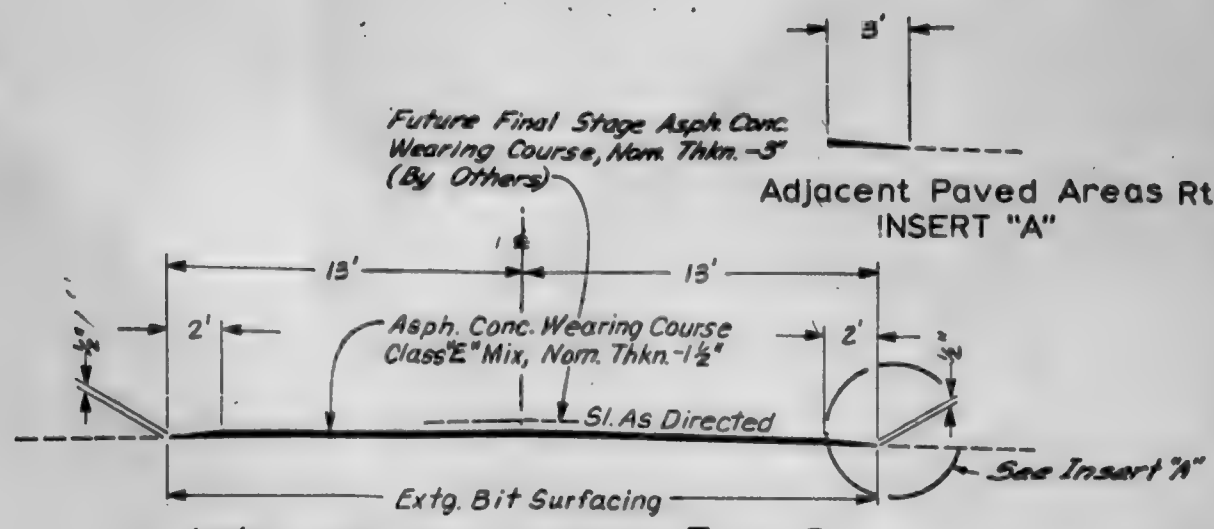
APPROVED
CITY OF Columbia City
BY MAYOR Robert L Long
BY RECORDER Velma M VanDolah
DATE 4-4-77

Erickson – Cox – Ulmer

RELIMINARY COPY
MAR 18 1977
BJECT TO CHANGE
FINAL DESIGN UNIT

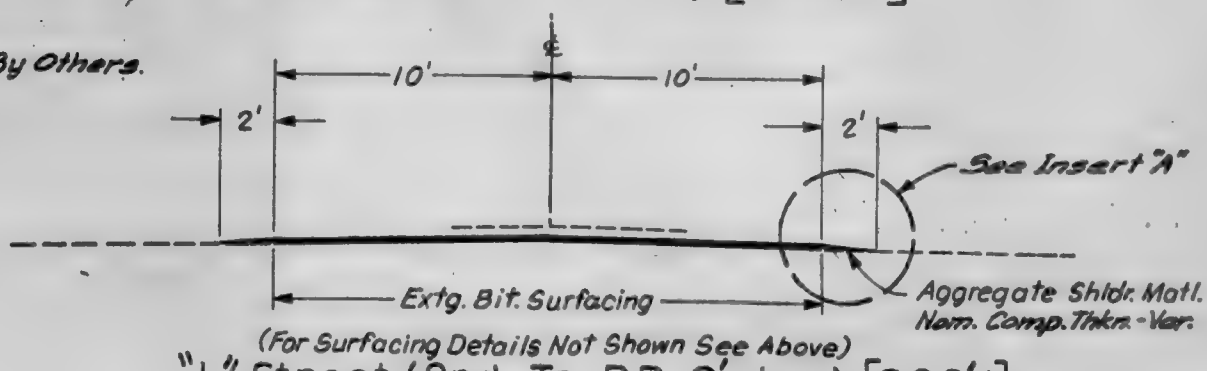
OREGON STATE HIGHWAY DIVISION GRADING & PAVING COLUMBIA CITY ("E" 2ND & "L" STREETS) SEC. CITY STREETS COLUMBIA COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TYPICAL SECTIONS



"E" Street (3rd. To 2nd.) [320'±]
2nd. Street ("E" St. To "L" St.) [2640'±]

NOTE:
4 Valve Covers To Be Adjusted By Others.



(For Surfacing Details Not Shown See Above)
"L" Street (2nd. To R.R. O'xing) [800'±]

IARY COPY
TO CHANGE

8579

March 25, 1977

Mrs. Velma Van Dolah
City Recorder
1755 Second Place
Columbia City, Oregon 97018

Dear Mrs. Van Dolah:

Enclosed are two sets of preliminary plans for the 1977 Special City Allotment project on Second, "E" and "L" Streets. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 26-foot wide street, as shown on these preliminary plans, is currently estimated to cost $38,619. The State's share would be $25,000.

Recomended changes you suggest should reach this office by April 10, 1977 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Robert H. Prange
Local Projects Manager
Program Management Section

RHP/FFH:sch

Enclosure

NOTED
MAINOR C. HOLMES

8529

Fed SCA

OREGON STATE HIGHWAY DIVISION
Location Section

Section: SECOND, "E", AND "L" STREETS

Highway: COLUMBIA CITY

County: COLUMBIA

Prefix: 305-1424

Res. Engr: R.R. Cameron

Date 23 February 77

TEN YEAR
Traffic Coefficient 5.8

18 kip s.a. per day 6.8

R value 9

Frost Penetration - - - - - - - - -

CBE Total Requirement 18.5"

PROJECT MANAGEMENT
FEB 25 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

STRUCTURAL SECTION
*EXISTING ROADWAY
**Width

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. (Final Stage)	
1.5"	A.C.O.L. Class E with an extra allowance (1.0) Class C for leveling	

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
[redacted]
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

*Deflection measurements indicate that for a Ten Year Design Period four and one-half inches asphaltic concrete overlay is required. To satisfy the requirement, a one and one-half inch flexible mat will be placed now with the final stage to be placed at some future date depending upon visual inspections and deflection measurements.

NOTED
MORGAN HOLMES

**Width to be salvaged, "E" and Second Streets, 26 feet. "L" Street, 20 feet.

8529

OREGON STATE HIGHWAY DIV ON
State Highway Building, Room 203
Salem, Oregon 97310

12-22-76

Attention: County-City Unit

Subject: Federal Aid Project No. _____
Project Name Columbia City Overlay
"E", "L" and 2nd Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Columbia City, Oregon, this 22nd day of December, 1976

City of Columbia City

Robert L Lang
Mayor

Velma M VanDolah
City Recorder

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 27 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

12-27-76

cc. John Oakes
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8529

SCA-77 P

December 15, 1976

Mrs. Velma Van Dolah
City Recorder
1755 Second Place
Columbia City, OR 97018

RE: Columbia City Overlay
"E", "L" and 2nd Streets

Dear Mrs. Van Dolah:

Although it is apparent no additional right-of-way is required for the above project, it is necessary the city furnish certification of right-of-way and utilities.

Attached are 3 copies of an instrument to be executed by the mayor and city recorder. In your case items A-1 and C-1 should be checked.

Please return 2 copies of the certification to this office as soon as possible to insure that no undue delay of the project advancement will be encountered.

Very truly yours,

for Robert H. Prange
Local Projects Manager

Encl.

FFH:dp

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ DE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8529

SCA-77

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 305-1424

Portland, Oregon 97213

November 29, 1976

R R Cameron

FROM: R. R. CAMERON
Resident Location Engineer

TO: F. E. TERPIN
Final Design Engineer

SUBJECT: Letter of Transmittal
Columbia City Overlay
E, L and 2nd Streets
Columbia County

Find enclosed the following location data for the subject survey:

1 - Booklet containing:

a) Location Estimate
b) Location Engineer's Narrative Report
c) Typical Sections
d) Photographs
e) Project Data Sheets from city
f) Copy of Resolution #286

Location Data
Returned to Location
12-6-76

pq

cc: R. N. Bothman
R. T. Ewen

Hopkins
Harwell
Holmes
Prange
Unrein

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COUNTY
CITY
UNIT

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Bring Up ___/___/___
Other

RESIDENT LOCATION ENGINEER'S

NARRATIVE REPORT

Columbia City Overlay
Prefix: 305-1424
November 1976

R.R. Cameron
Resident Location Engineer

The purpose of this survey is to prepare a location estimate to provide for an average two inch AC overlay of existing streets in Columbia City.

Columbia City, is located in Columbia County, adjacent to Lower Columbia River Highway U.S. 30, approximately three miles north of St. Helens.

The northerly end of the project is on "E" Street at the railroad grade crossing. The southerly end of the project is on "L" Street at the railroad overcrossing.

The streets to be overlayed are "E", 2nd and "L" Streets. The lengths are approximately 317, 2640, and 800 feet, respectively. Total length 0.71 miles. "E" and 2nd Streets measured 26 feet in width. "L" Street measured 20 feet.

The existing roadway is in need of a crown to improve surface runoff, as it is flat or dished due to patching. This crown could be made by varying the overlay from three inches at center to one inch at the edges. No shoulder rock is required.

No alignment was staked. No cross sections were taken.

Approximately four valve covers will require adjustments by the city to match the overlay.

There are no existing sidewalks, curbs, storm sewers or sanitary sewers within the project area.

No additional right-of-way or utilities adjustments will be required.

pq

Hopkins
Harwell
Holmes
Prange
Unrein

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Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Columbia City Proj.
E. L. E 2nd Streets
Columbia County
Location Estimate

Nov. 1976
Sec. 432

Section		Item		Unit	Unit Price	Quantity	Amount
110	Mobilization 8%			Lump Sum	—	1	$ 3,200.00
111	Temp. Protection & Direction of traffic			Lump Sum	—	1	1,000.00
403	Class "C" Asph. Conc.	Wearing		Ton	25.00	1270	31,750
403	Asphalt Cement in Wearing			Ton	85.00	83	7,055.00
407	Asphalt in Tack			Ton	.05.00	2	10.00
						Total	$ 43,405.00
				Engr. & Cont.		25%	8,595.00
					Total Cost →		52,000.00

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Other

305-1424

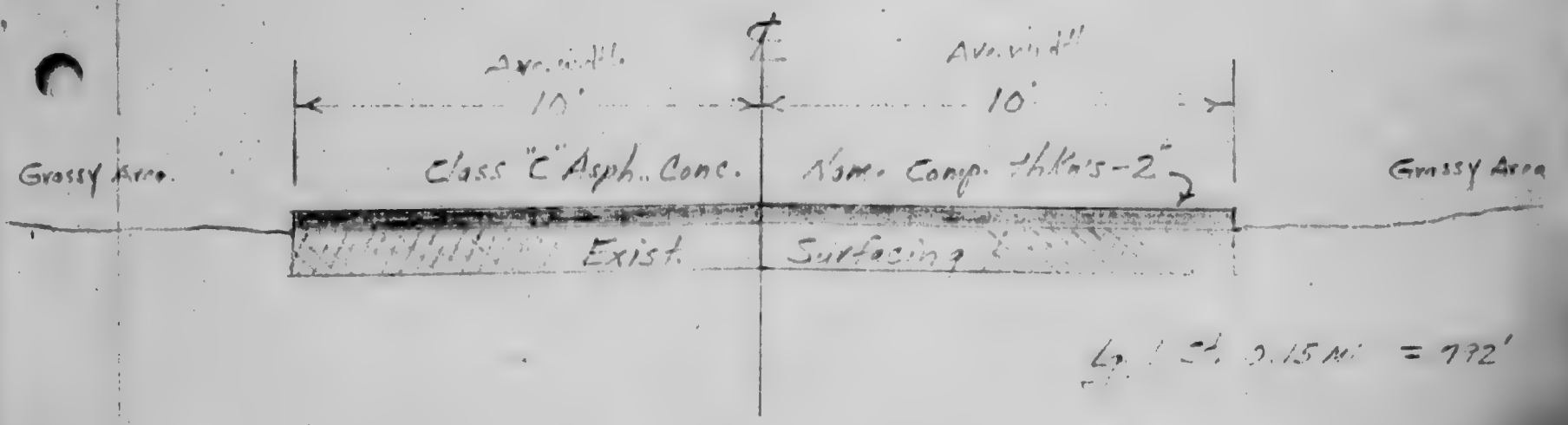
Columbia City Overlay — E. L. & 2nd Streets

Made by J.L.R. Nov. 1976 Checked

Typical Sections

"E" & 2nd Streets
=960 L.F.

La. & St. 0.06M = 317'
2g. 2nd St. 0.50M = 2640'
2957'



Lg. 1 St. 0.15M = 792'

"2" Street - 900 L.F.

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Herwell
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Bring Up / /
Other

Calculations for Columbia City overlay - "L" & "E" & 2nd Streets
Made by J.L.R. Nov. 1976

Calculations For Items

Item 5

Class "E" A.C. Mixture

"E" & 2nd streets

2760' x 26 width = 71,760 ft²

"L" Street

800' x 20' width = 16,000 ft²

92,960 ft²

92,960 ft² Surface × .01242 tons/sq. ft. 2" thk. = 1155 tons

Extra For Leveling Roadbed 10% × 1155 = 115 "

1270 tons A.C.

Asphalt Cement in Mixture

1270 tons A.C. Mix × 0.065 = 83 tons Asphalt

Item 47

Tack Coat

92,960 ft² Surface × .000182 = 2 tons

Hopkins
Herwell
Holmes
Prange
Unrein
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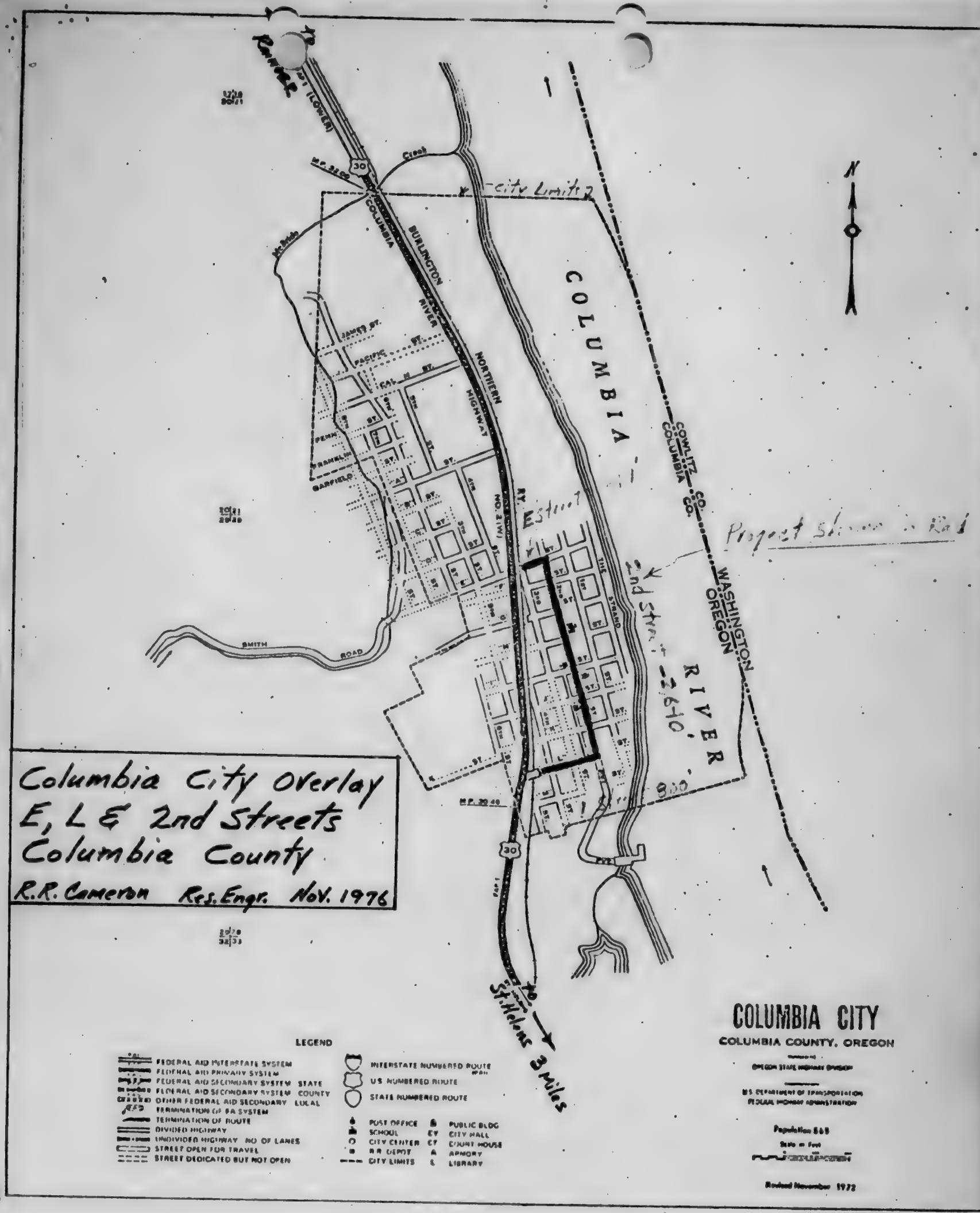
DEC 6 - 1976
COUNTY
CITY
UNIT
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other



Columbia City Overlay
E, L & 2nd Streets
Columbia County

R.R. Cameron Res. Engr. Nov. 1976

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
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- US NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

COLUMBIA CITY

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 868

Scale in Feet

Revised November 1972

8529 (Rev. 9-71)

SCA - 77
Columbia City

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Columbia City Overlay

Highway E, L and 2nd Streets

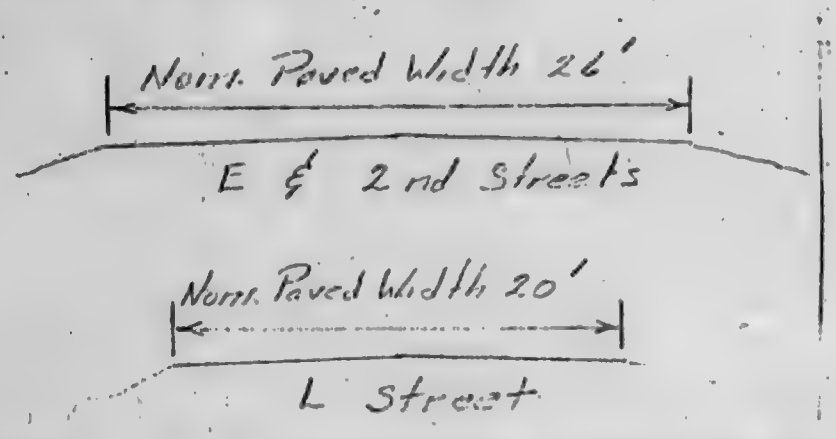
County Columbia

Date October 20, 1976

Authorization No. 1

Survey Prefix 305-1424
(Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus is on E Street at the Easterly Railroad right-of-way. Thence along E Street to 2nd Street. South on 2nd Street to L Street. West on L Street to Easterly Railroad right-of-way. Total length 0.71 mi. or approximately 3750 feet.



Purpose of survey: To prepare location estimate for an average two inch AC overlay of existing city streets.

RECEIVED
COUNTY & CITY SECTION
NOV 10 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ HE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

		Estimate of co
Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	250
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	XXX 100
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	150
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by: B R Cameron
Field Engineer

Recommended for Approval: [illegible]
Regional Engineer

Recommended for Approval: Frank E. Pierce
Location Engineer

Approved: G I Hunter
Deputy State Highway Engineer

SCA

SP*23604-731

8529

October 20, 1976

City of Columbia City
City Hall
Columbia City, OR 97018

Attention: Miss Velma M. Engstrom
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5838

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement of 2nd Street ("E" and "L") "E" and "L" (Railroad right-of-way to 2nd Street).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8520

0-0

June 23, 1976

Memo to the Files

FROM: F. F. Hildebrandt
Engineering Specialist

RE: City of Columbia City

This project is for a two inch asphalt concrete overlay. It will begin at one railroad right-of-way and go through town to the railroad right-of-way on another street. The street is cracking and I believe in need of repair. There is a large Warehouser mill on the west side of "E" at 2nd Street. They have 3 shifts per day of approximately 150 vehicles leaving and entering at each shift. This street also runs through the business district of town. About mid-way of the project is a school on the northerly side of this street. Within the last year patching has been done to salvage parts of the street that have been breaking down.

I went to the City Hall and Mr. Van Dolah, Street Foreman and City Recorder, Mrs. Van Dolah talked to me in regards to the project. He was representing Mr. Robert King, Mayor who could not be present. We talked about the representative Mr. Lusk, who passed away last year from cancer, and about how knowledgable he had been about the city. Then took a tour out over the project, this project is in need of work. The city would like for the street to be crowned, now being dished or flat, for drainage purposes, using about 2 inches of asphalt to 1 inch at the edges. The shoulders are to be left "as is" without placing rock over them as the people mow grass right up to the edge of the asphalt. On road connections the roller should break down the very edge so there is a slight rolled bump, without feathering out into the approaches. I would class this project as a 2.

up to 3" at Ctr. (Average 2" overall)

FFH:dp

850.9

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Date: June 23, 1976
City: Columbia City Reg: 1
Population: 1971: 537 1976: 685
Street: 2nd Street, E and L Streets
Project: City _____ State ✓

No. of Previous Projects 0
Last Project — (Year)
Total SCA Funds $ —
Funds/Capita $ —
Average/Capita $ 35.42

EXISTING
Surface Now in Place: A.C. _____ Oil ✓ Gravel _____ Concrete _____
Surface Width: 26 Ft. Shoulder-to-Shoulder Width: 30 Ft.
Curb-to-Curb Width: _____ Ft. Right-of-Way Width: 80 Ft.
Remarks:

PROPOSED
Surfacing: A.C. ✓ Oil _____ Other _____
Pavement Width: 26 Ft. Shoulder Width: 2 Ft. C-C Width: _____ Ft.
BASE DESIGN: A.C: 2 in. Base: _____ in. Lime T.S.G.: _____
Length: 0.68 Mile, _____ Ft. Type Curb: _____ Walks _____ Ft.
Remarks:

8-18-76 ESTIMATE Prices Include 8% Mobilization

	Unit	Gross	Price	Amount
Temp. Prot. & Direct Traffic	All	100%	$	$ 1920
General Excavation	Cu. Yd.			
Aggr. Base	Cu. Yd.			
____ Aggr. Base ____ Deep	Sq. Yd.			
Cement Treated Subgrade	Cu. Yd.			
Cement in Treatment	Ton			
Class "C" in AC 2 Deep	Sq. Yd.	10,870	350	38,045
Concrete Inlets	Each			
Concrete Curbs	Lin. Ft.			
Concrete Walks	Sq. Yd.			
Concrete Driveways	Sq. Yd.			
_____Inch Sewer Pipe	Lin. Ft.			
_____Inch Culvert Pipe	Lin. Ft.			
Adjust Manholes	Each			
Adjust Inlets	Each			
Asphalt in Tack	Ton	2	200 00	400
			TOTAL	$40,365
			Engineering and Contingencies (20%)	8075
			TOTAL	$48440
			City's Estimated Share of Survey	$ 1450
			TOTAL ESTIMATED COST	$49890

Columbia City - "L" St. 2nd + "E"

0.54 miles = 2851 Lin ft.

0.14 @ 20' = 739 " "

Paving.

$\frac{(26 \times 2851) + (20 \times 739)}{9} \times 1\frac{10}{}$ 10,866 sq yd

Tack Coat -

2851 x 26 x .0000182 x $1\frac{10}{}$

739 x 20 x .0000182 x $1\frac{10}{}$ 1 $\frac{8}{}$ Ton

Columbia River Hwy

"L" Street

4th Place

20'

3rd Street

80.0

4th Street 20.0

2nd Str.

80.0

~ 2nd Str. ~

"L" Str.

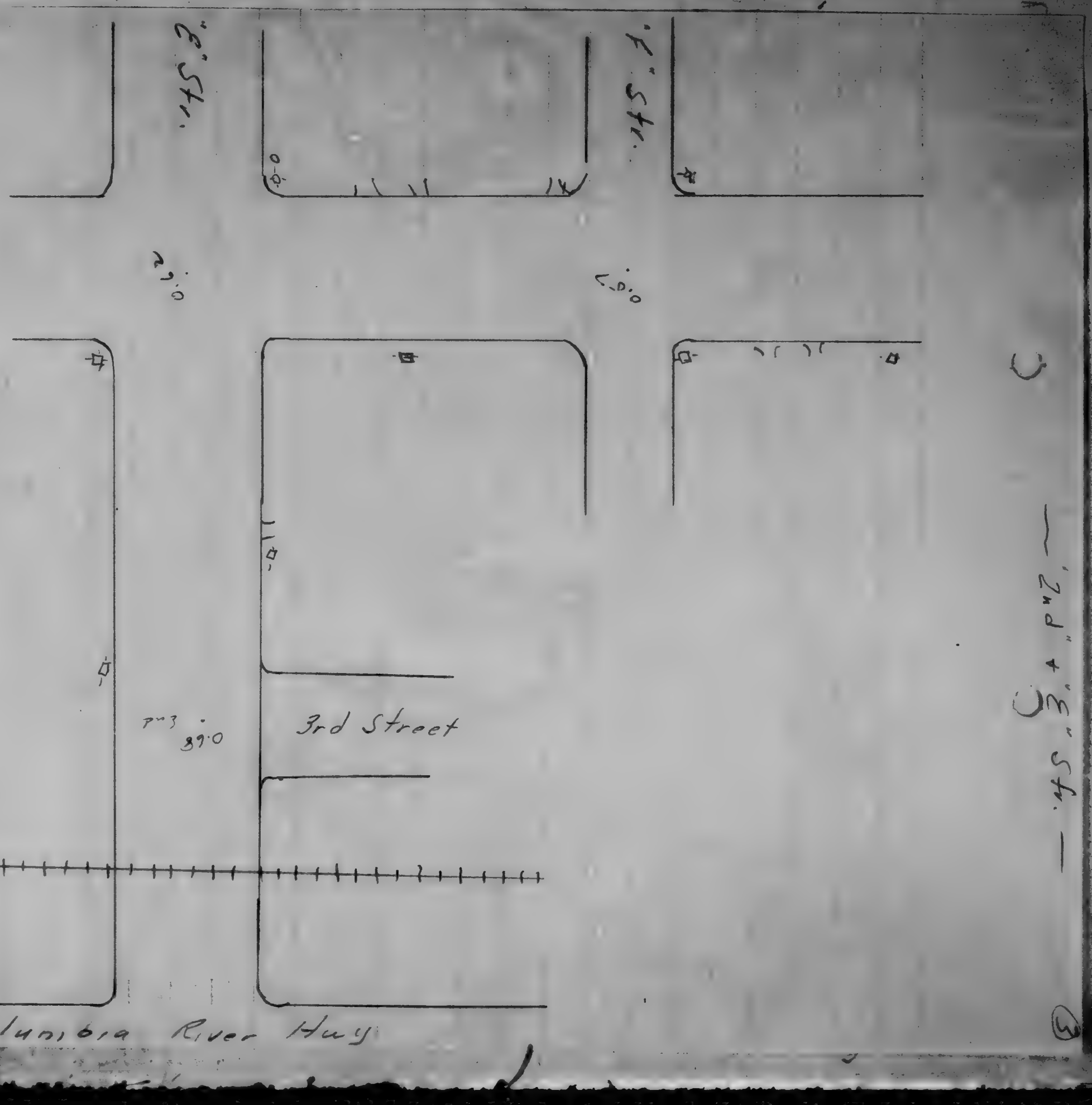
"I" Str.

"K" Str.

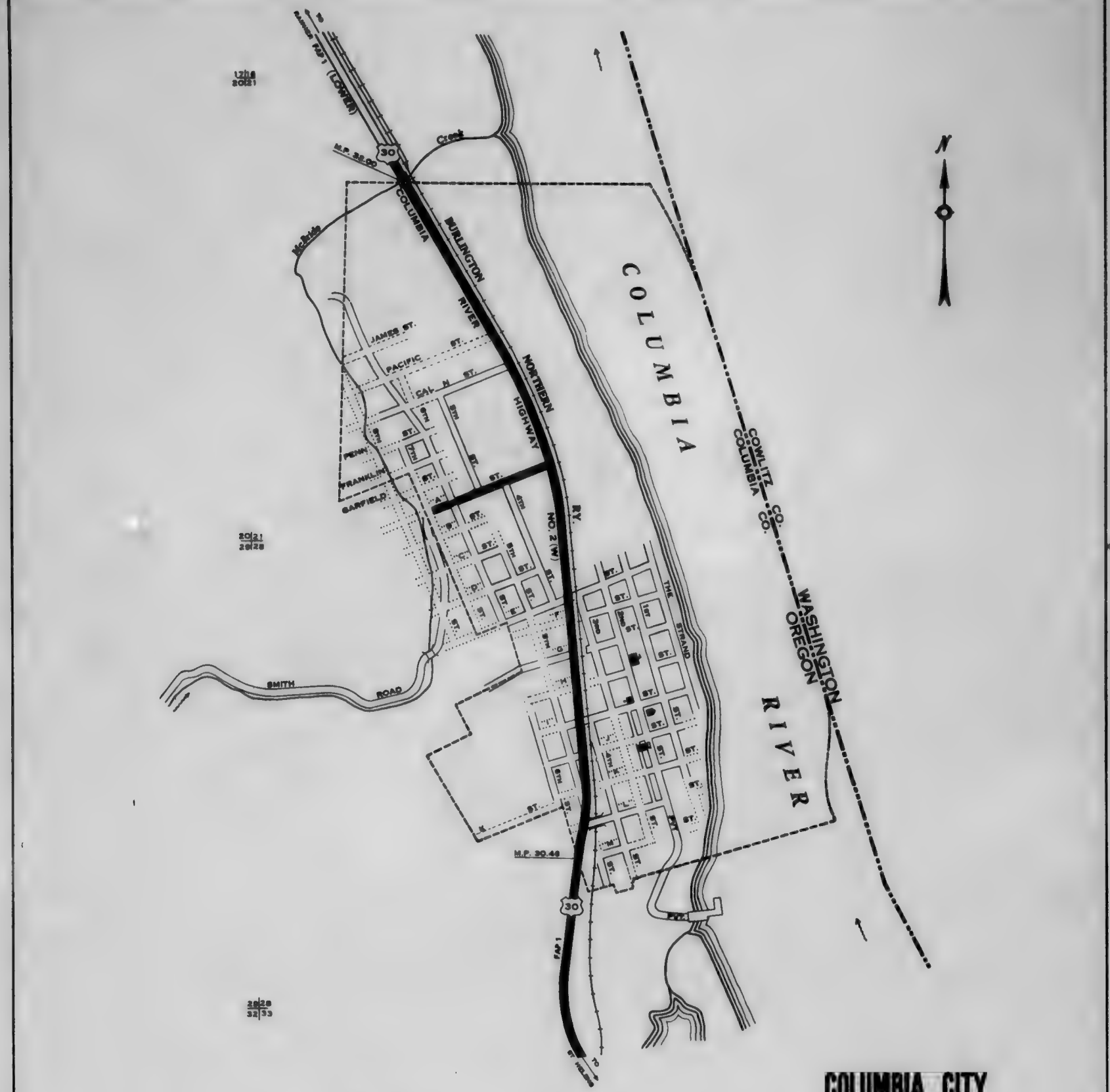
"H" Str.

"J" Str.

"G" Str.


3rd Street
Columbia River Hwy

Columbia City



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM · STATE
- FEDERAL AID SECONDARY SYSTEM · COUNTY
- OTHER FEDERAL AID SECONDARY · LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

COLUMBIA CITY

COLUMBIA COUNTY, OREGON

prepared by the
OREGON STATE HIGHWAY DIVISION

in cooperation with
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 865

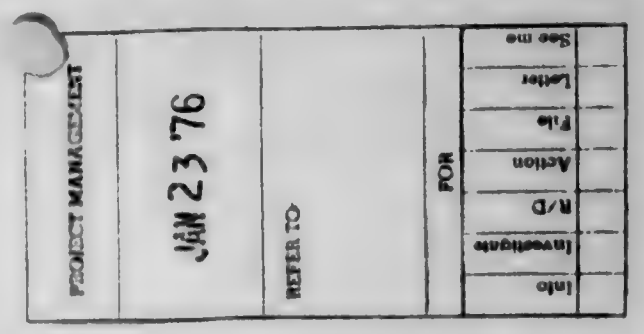
Scale in Feet

Revised November 1972

County Roads - 1-26-76
No - Inspected for FHA

8529

1-21-76



RESOLUTION #286

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and NO/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of Columbia City is an incorporated city of the State of Oregon and has a population of 685 as given by the latest official census; and

WHEREAS, the following streets of said city, L street Second street, and E street are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

RECEIVED
COUNTY & CITY SECTION
JAN 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of COLUMBIA CITY does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Robert L. King as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 21st day of January, 1976.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of COLUMBIA CITY at a regular or special meeting of said Council, held on the 21st day of January, 1976, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of January, 1976.

Velma M. VanDolah

Velma M. VanDolah, City Recorder

3509

SCA

PROJECT DATA. CITY OF COLUMBIA CITY Date January 21, 1976

To be financed by Special City Allotment Fund and necessary city funds.

Street name Second street, I street from 2nd to Hwy 30, E street from 2nd to Hwy 30.
(Locate project on attached map.)

Project length 3696 lin. ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 26' feet, width of shoulders: 27' feet

Curbed section; width curb to curb: no curbs feet

Remarks _____

Surface now in place: Oil ____ Paving Asphalt Gravel ____

Present surface width: 26' feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 80 ft.

Are intersecting streets curbed? Yes ____ No X

Remarks asphalt streets

CONCRETE CURBS:

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: There are no curbs in Columbia City at present date.

RECEIVED
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JAN 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SIDEWALKS

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes___ No X /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks Sand and river rock type soil, with excellent drainage.

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks Water mains - 3' deep average

DRIVEWAYS:

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Northwest Natural Gas - Portland General Electric
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes X No ___

Which company? Burlington Northern

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date _____

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

General remarks: These streets are deteriorating at such a rate that the City's street fund cannot keep ahead of the required maintenance to provide adequate access to the school and industry.

By Robert L King
Mayor

By Velma M. VanOrder
City Recorder or City Manager

By _____
City Engineer

8530 Austin Rock Prod. Proj. 1977
on John Day Hwy.

8530 -

November 18, 1977

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On November 14, 1977, we wrote to you concerning release of final payment on Contract No. 8530 awarded to Young & Morgan Timber Co. and Sierra Cascade Equipment, Inc. for the Austin Rock Production Project on the John Day Highway in Grant County.

Final payment on this contract is $4,130.76 and the total contract amount is $89,937.55. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Young & Morgan Timber Co. &
Sierra Cascade Equipment, Inc.
62910 Boyd Acres Rd.
Bend, OR 97701

St. Paul Fire & Marine Insurance Co.
200 Market Building, Suite 350
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

October 26, 1977

Mr. Ladd Garrison
Box 283
Mt. Vernon, OR 97865

Dear Mr. Garrison:

Thank you for your recent letter informing us that on October 13, 1977, you received from Sierra Cascade Equipment Company the sum of $7,027.30.

Our records indicate this is in connection with your claim which was filed with the Secretary of State on October 12, 1977, on Contract No. 8530, Austin Rock Production Project in Grant County.

We will advise the prime contractor and the surety of the receipt of your letter.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

CWM:kkr

cc: St. Paul Fire & Marine Insurance Co.
200 Market Building, Suite 350
Portland, OR 97201

Young & Morgan Timber Co. and
Sierra Cascade Equipment, Inc.
6291D Boyd Acres Road
Bend, OR 97701

bc: Joe Schleski

8530

8

October 26, 1977

Mr. Edd Garrison
Box 283
Mt. Vernon, OR 97865

Dear Mr. Garrison:

Thank you for your recent letter informing us that on October 13, 1977, you received from Sierra Cascade Equipment Company the sum of $7,027.50.

Our records indicate this is in connection with your claim which was filed with the Secretary of State on October 12, 1977, on Contract No. 8530, Austin Rock Production Project in Grant County.

We will advise the prime contractor and the surety of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: St. Paul Fire & Marine Insurance Co.
200 Market Building, Suite 350
Portland, OR 97201

Young & Morgan Timber Co. and
Sierra Cascade Equipment, Inc.
62910 Boyd Acres Road
Bend, OR 97701

NOTED ON CARD
10-25-77 (kr)

bc: Joe Schlieski

October 14, 1977

Deptartment Of Transportation
Transportation Building
Salem, Oregon. 97310

Mr. C.W Head,

Dear Sir;

Please be advised that on October 13, 1977, I received from Sierra Cascade Equipment Company of Bend,Oregon, the sum of $7027.50 paid in full.

Sincerely Yours,

Edd Garrison

Edd Garrison
Dump Truck
Mt. Vernon, Oregon.

NOTED
C. W. HEAD

RECEIVED
OCT 17 1977

#8530

October 26, 1977

Mr. Wesley O. Linn, Owner
Linn Sanitary Service
2725 S.W. 33rd
Redmond, OR 97756

Dear Mr. Linn:

This will acknowledge receipt of your letter of October 7, 1977, received in this office on October 14, advising us that Sierra Cascade Equipment Co. owes you $279.61 for delivery and servicing chemical toilets on Contract No. 8491. Your letter also mentions that they owe you $433.00 on Contract No. 8530 for delivery and pickup of the toilet units.

On October 24, 1977, we received another letter from you dated October 7, stating that Sierra Cascade Equipment Co. has paid in full all charges against Contract Nos. 8491 and 8530.

We are forwarding copies of your letters to the prime contractors and sureties on these contracts so that they will be aware that you have been paid in full on these contracts.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
10-26-77(kr)

CWH:kkr

cc: Transamerica Insurance Co.
1150 S. Olive St.
Los Angeles, CA 90015

St. Paul Fire & Marine Ins.
200 Market Bldg., Suite 350
Portland, OR 97201

B & H Equipment Co., Inc.
P. O. Box 578
Gates, OR 97346

Young & Morgan Timber Co. and
Sierra Cascade Equipment, Inc.
62910 Boyd Acres Rd.
Bend, OR 97701

bc: Larry Asburry
Joe Schlieski

October 7, 1977

Linn Sanitary Service
745 S. W. 33rd
Redmond, Ore. 97756

Cecil Head Sec.
Oregon State Hwy. Div.
Department of Transportation
Salem, Ore. 97210

Sierra Cascade [illegible] Co. has paid in full all charges against project [illegible] and [illegible].

Sincerely,

Wesley O. Linn owner

RECEIVED
OCT 24 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Oct. 7, 1977

Linn Sanitary Service
2725 S. W. 19th
Redmond, Ore. 97756

Cecil Head Sec.
Oregon State Hwy. Div.
Department of Transportation
Salem, Ore. 97210

Sierra Cascade Equip. Co. ordered chemical toilets for the Service Creek Job project #2491 of which they owe $279.61 for delivery and servicing.

They also had the toilets moved from there to Austin Jct. Rock Production. Project #8530 they moved out and left these without notice. The delivery and pickup on these units $433.00 upon repeated billing there has been no effort to pay.

Sincerely,

Wesley O. Linn owner

c. c. Larry Asburry Res. Engr.
Joe Schleski Res. Engr.

8530 5221

ROBERT W. STRAUB
GOVERNOR

FILED
OCT 12 1977
NORMA PAULUS
SECRETARY OF STATE

bc Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Joe Schlieski

9

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 7, 1977

Mr. Edd Garrison
Box 283
Mt. Vernon, OR 97865

RECEIVED
OCT 13 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Garrison:

Mr. Joe Schlieski, Resident Engineer at La Grande, has forwarded to us your claim letter of October 4, 1977, indicating that Sierra Cascade Equipment Company owes you for trucking in the amount of $7,027.50.

From the description given in your letter, this appears to be in connection with the Young & Morgan Timber Co. and Sierra Cascade Equipment, Inc. Contract No. 8530, Austin Rock Production Project on the John Day Highway in Grant County.

The St. Paul Fire & Marine Insurance Co. furnished the bond on this contract, which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety and the principal contractors of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

ORIGINAL SIGNED
D. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc Young & Morgan Timber Co.
and Sierra Cascade Equipment, Inc.
62910 Boyd Acres Road
Bend, OR 97701

St. Paul Fire & Marine Insurance Co.
200 Market Bldg., Suite 350
Portland, OR 97201

NOTED
C. W. HEAD

NOTED ON CARD
10-13-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 5, 1977

FROM: Joe Schlieski

SUBJECT: Austin Rock Production
John Day Highway
Grant County
Contract 8530

TO: C. W. Head
Commission Services
Department of Transportation
Salem, Oregon 97310

Gentlemen:

Attached find letter from Edd Garrison concerning our contractor Sierra Cascade Equipment Co. and their apparent non-payment of monies due him. We have also received verbal complaints of similar problems from other parties performing services for the contractor.

The final estimate for this project is in Salem. Care should be taken to assure the payment of any outstanding billings, etc. before the surety is released.

cc: Sierra Cascade Equipment Co.
Edd Garrison
Region
file

RECEIVED
OCT 7 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Mt. Vernon, Oregon
October 4, 1977

Dear Sir.

I worked two trucks for Sierra Tractor Equipment Company in Wheeler County approximately eight miles below Spray, Oregon; from 7-26-77 to 8-14-77 for the sum of $6,183.75.

On Sept. 19, 1977 I sent one truck approximately 5 miles east of Austin Junction in Grant County. It worked a double shift for 3 days for the sum of $843.75. Total Bill $7,027.50.

I have not received any of this money and would appreciate any help you can give me.

EDD GARRISON
Dump Truck
Box 283
Mt. Vernon, Ore. 97865

Edd Garrison

PH 932-4505

RECEIVED
OCT 7 1977
COMMISSION
DEPARTMENT OF TRANSPORTATION

8530

Report # 3 "FINAL"

8

FORM 01-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Austin Rock Production	WEEK ENDING: September 23, 1977
		SECTION PREFIX: 12-8336
	HIGHWAY: John Day	COUNTY: Grant
NAME OF JOB: Austin Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Young & Morgan Timber Co. & Sierra Cas.	CONTRACT NUMBER: 8530	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1977	DATE WORK STARTED: August 31, 1977	ESTIMATED COMPLETION DATE: September 22, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $102,019.50	SPECIFIED COMPLETION DATE: August 31, 1977	PERCENT OF TIME ELAPSED: 124
EXCLUSIVE OF ENGINEERING: $93,109.50	ENGINEERING AUTHORIZATION: $8,910.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $93,109.50	ENGINEERING COST TO DATE: $1,216.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	This week: $285.00 PERCENT OF AUTHORIZATION: 14 %	DATE PROJECT WAS COMPLETED: September 22, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					15,000		
TOTAL QUANTITIES CORRECTED TO DATE					15,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					15,000		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY					2		
HOURS PER SHIFT					8		

EQUIPMENT USED DURING THE WEEK:

crusher, 10-12 yd dump trucks, dozer, loader, pick-up

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Shwrs			
MONDAY	19	Cldy cool			
TUESDAY	20	Shwrs			
WEDNESDAY	21	Shwrs			
THURSDAY	22	Cldy cool			
FRIDAY	23	Cldy cool			
SATURDAY	17	Shwrs			

Routing

Keesey — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnson — Gebauer
Inloes — Widmer

RECEIVED
SEP 26 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	No activity
MONDAY 19	Crushing sanding rock.
TUESDAY 20	Continued crushing sanding rock.
WEDNESDAY 21	Continued crushing sanding rock.
THURSDAY 22	Completed crushing sanding rock, and shaping stockpile.
FRIDAY 23	No activity - general clean-up and dis-manteling of crusher.
SATURDAY 17	No activity

REMARKS

Status: Contractor has produced apprx. 15,000 cu yd of sanding rock.
Work completed September 22, 1977.
22 days of liquidated damages.

Semi-final estimate and records will be submitted during the week of 9/26/77.

FINAL WEEKLY REPORT

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8531 Odell Lake Rock Prod. Proj. 1977
on Willamette Hwy.

8531

March 24, 1978

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8531 awarded to Young & Morgan Timber Co. and Sierra Cascade Equipment, Inc., for the Odell Lake Rock Production Project on the Willamette Highway in Klamath County was completed on January 6, 1978, and accepted by the State Highway Engineer on March 21, 1978.

Final payment in the amount of $5,863.10 will be released to the contractor after March 29, 1978. The total contract amount is $113,051.30 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Young & Morgan Timber Co. and
Sierra Cascade Equipment, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Gole, Clark & Cunningham, Inc.
200 Market Building, Suite 350
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8531

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Lake Rock Production	WEEK ENDING: January 14, 1978 SECTION PREFIX: 18-8350	
HIGHWAY: Willamette	COUNTY: Klamath	
NAME OF JOB: Odell Lake	KIND OF WORK: Rock Production	
CONTRACTOR: Young & Morgan Timber Co. & Sierra Cascade Equipment, Inc	CONTRACT NUMBER: 8531	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1977	DATE WORK STARTED: September 24, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS: SPECIFIED Day 122	WORK DAYS USED: DAYS USED 221
PROJECT AUTHORIZATION: $137,857.10	SPECIFIED COMPLETION DATE: September 30, 1977	PERCENT OF TIME ELAPSED: 181
EXCLUSIVE OF ENGINEERING: $126,925.70	ENGINEERING AUTHORIZATION: $10,931.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $126,925.70	ENGINEERING COST TO DATE: $9,156.55	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 84%	DATE PROJECT WAS COMPLETED: January 6, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			40,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			40,000 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			42,728 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-Bulldozers (D4), 2-Truck (20 cy Belly Dump); 1-Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cloudy - Cold	1		
MONDAY 9	Cloudy - Cold	1		
TUESDAY 10	Cloudy - Cold	1		
WEDNESDAY 11	Cloudy - Cold	1		
THURSDAY 12	Cloudy - Cold	1		
FRIDAY 13	Cloudy - Cold	1		
SATURDAY 14	Cloudy - Cold	1		

Routing

Keesey K — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inloes — Widmer

RECEIVED
JAN 16 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor is completed the removal of equipment and the cleaning up of the site.

Semi-Final estimate will be subited as soon as all clean up and all document are received from Contractor.

Document to be received are: Contractor payrolls, Wage Certification(Final) Form 124, Letter of Project Acceptance from U.S.F.S.

SIGNED _____ LOCATION Bend

G. W. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8531

18

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/24/77
Donald L. Rout

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Odell Lake Rock Production
Highway Willamette
County Klamath Region _____
Type of Work Rock Prod. Funds OR Prod.
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

N/A State Funds

PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	USFS Property - Ltr to DOGMI 3-8-77
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					

CULTURAL:					
Cultural Survey	X			X	
Cultural Salvage	X				

NOISE:					
Noise Study	X				

8532 Elmira-Veneta Bikeway on the Territorial Hwy. (Grading & paving) 1977

8532

May 10, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $47.10 will be made to R. C. Parsons & Son Const., Inc., on Contract No. 8532 for work on the Elmira-Veneta Bikeway on the Territorial Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $55,743.63 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. C. Parsons & Son Const., Inc.
P. O. Box 462
Eugene, OR 97401

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8532

April 11, 1978

R. C. Parsons & Son
Construction, Inc.
Post Office Box 462
Eugene, OR 97401

Gentlemen:

Time Extension Request
Elmira-Veneta Bikeway
Contract No. 8532

Your request for an extension of time on this contract has been carefully reviewed.

The reason given is not considered a valid reason for time extension and your request is denied. One day of time liquidated damages remains in effect.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Doug Greene
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8532

Salem, Oregon

April 5, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Time Extension
Elmira-Veneta Bikeway
Territorial Highway
Contract No. 8532

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, R. C. Parsons & Son Construction, Inc., has requested a five day time extension on this equipment rental contract. The reason given by the contractor is that work was delayed by the absence of a knowledgeable State inspector to direct the work. The regular State Inspector on this project was called away due to illness in the family and a substitute inspector was assigned. Both the Resident Engineer and the Region state that the delay was due to an inexperienced contractor's foreman and not due to our inspector and they recommend the request be denied. I also recommend denial.

Pertinent contract time data is as follows:

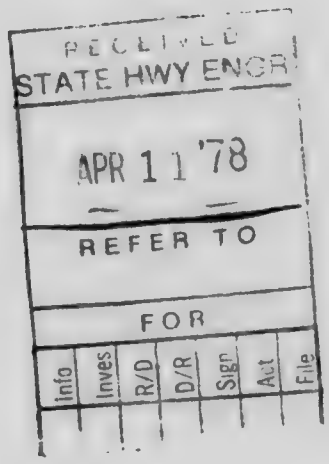
Contract awarded	May 31, 1977
Work started	June 22, 1977
Calendar workdays allowed	75
Calendar workdays used	76

A rough draft response to the contractor is attached.

OBJ:fr

Att.

cc: Robert Church



M-330 (Rev.)—SM—9-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 6, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 80 days, within which to complete our Contract No. 8532, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: * See attached sheet

Respectfully submitted,

R. C. Parsons & Son Construction, Inc.
Contractor

By Jerrie W. McDowell

CONSENT OF SURETY

Date January 31, 19 78

We, UNITED PACIFIC INSURANCE COMPANY

P. O. Box 1788, Eugene, Oregon 97401, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
Stanley P. Duyck Attorney-in-fact

(SEAL)

Stanley P. Duyck
Stanley P. Duyck Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8532 Contractor R. C. Parsons & Son Const., Inc.

Highway Territorial

Section Elmira - Veneta Bikeway

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows: Contractors reasoning for request is not a valid reason for adjustment of contract time. As the letter indicates, lack of a qualified job superintendent or representative being on the project was the primary reason for the project delay, not the absence of the State reqresentative.

Recommended for Approval:

Division Engineer

O. B. Jacksmond
For Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8532
Project designation	State (State-Federal)
Date awarded	May 31, 1977
Work started	June 22, 1977
Per cent completed	100% Sept. 20, 1977 (Date)
No. of Workdays Allowed	75
No. of Workdays Used	76
No. of Added Workdays Requested	5 ~~80~~

SP*0896-734

R. C. PARSONS & SON CONSTRUCTION, INC.

December 6, 1977

*Attachment to Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Contract No. 8532 - Elmira-Veneta Bikeway

Al Meyers, the inspector on the project, was called to Klamath Falls due to the illness of his mother. This was the week of August 8th to the 12th, 1977. Our crew worked through the 10th of August and the substitute inspector and the foreman on the job were not sure what work remained that Mr. Meyers wanted done. On August 11th, after working one hour, it was decided to suspend work until Mr. Meyers returned rather than waste a lot of money since this was an equipment rental job.

R.C. PARSONS & SON CONSTRUCTION, INC.

8532

9

February 9, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 3, 1978, we wrote to you concerning release of final payment on Contract No. 8532 awarded to R. C. Parsons & Son Const., Inc., for work on the Elmira-Veneta Bikeway Section of the Territorial Highway in Lane County.

The total contract amount is $55,696.53. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. C. Parsons & Son Const., Inc.
P. O. Box 462
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8532

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

12-14-77

Project Name				Contract No.
Elmira-Veneta Bikeway				8532
Highway			County	Prefix No.
Territorial #200			Lane	120-0510
Contract Time Elapsed %	Contract Work Completed 100 %	Contract Work Quality	Contract Work Progress	F.A. Project No.
		Satisfactory	Completed	State (1974 Bond)
Inspection date		By		
December 14, 1977		James Gix		
In company with				
D. W. Greene				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

General overall appearance of project is satisfactory. Work was done under a State Force Order to finish shoulder and slopes. Surface widening for bike path is good considering difficulties with this type of asphalt work. Project will be functional on restriping near RR X'ing at Veneta end of project. Project is very good considering the equipment rental type of work used and cost/mile.

PROJECT MANAGEMENT
PME ☒ CCE ☐
LGE ☒ TAE ☐
JAN 20 1978
PM FA
LG OP
TAA

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

9-20-77 Date opened to traffic or in operation
9-20-77 Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
11-2-77 Date Contractor removed equipment, plant, etc.
11-2-77 Estimated submittal date of semi-final estimate
12-14-77 Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Regional Construction Engineer

8532

200

NARRATIVE REPORT
Elmira - Veneta Bikeway
Territorial Highway
Lane County
Cont. No.- 8532 Prefix: 120-0510
D.W. Greene, Res. Engr.

11-8-77

The contract was awarded to R.C. Parsons & Son Construction, Inc. on May 31, 1977, with 75 Calendar Work Days specified for completion of the contract.

A Preconstruction Conference was held June 21, 1977, with work starting on June 22, 1977.

This is a State project for grading and paving of a bikeway between the small towns of Elmira and Veneta. Length of the project is 1.62 miles.

Work on this project consisted mostly of widening the shoulders on both sides to accomodate the required widths, necessary drainage work, culvert pipe installations and pipe extensions at road approaches and shoulder paving. Grading work was done on the hourly basis, this part of the work caused the project to overrun the contract amount by approx. 17%. Insufficient equipment Hours estimated for the project caused the overrun. As can be seen by comparing estimated equipment hours and actual hours used, it is very difficult to accurately estimate the required hours. A request for Overrun of Project Authorization has been submitted.

The paving and other contract item quantities were reasonably close and were completed in a workmanlike manner.

Engineering overran the estimated as a result of the overrun in equipment hours worked and also because of the small size of the project which required inspection while very little actual work being accomplished.

Liquidated Damages were assessed for the one day over the allowable calendar workdays.

No claims are anticipated.

New approaches indicated on the as constructed plans were approaches not tied during the location work, also approaches that indicate they were moved were incorrectly tied on the location.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
RECEIVED
NOV 08 1977
ENGINEERING SECTION
Trout
Do Not File
Return To
Bring Up ___/___/___
Action
No copy
ROUTED TO
Dorn
Sample
Watson
Lew
Do File Copy Due
FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

Section: Elmira - Veneta Bikeway
Highway: Territorial
County: Lane

Contract No.: 8532
State Project
Prefix: 120-0510

	ORIGINAL AUTHORIZATION	SEMI-FINAL ESTIMATE	% OVERRUN OR UNDERRUN
Contract Amount	$ 47,629.70	$ 55,626.53	+16.8
Anticipated Items	7,050.00	3,770.00	-46.5
Contingencies	2,460.59	2,120.00	-13.8
Engineering	5,467.97	10,000.00	+82.9
Liguidated Damages	0	-50.00	
Total Based on Original Auth.	62,608.20	71,466.53	+14.1
Amount of Expected Overrun Requested	9,369.29		
Final Totals	$ 71,977.55	$ 71,466.53	- 0.7

EXPLANATION OF OVERRUNS AND UNDERRUNS

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN OR % OVERRUN
(1)	Mobilization	Lump Sum	100%	100%	0
(2)	Temporary Protection & Direction of Traf.	Lump Sum	100%	100%	0
(3)	Temporary Signs	Sq. Ft.	150	168	+12
	An extra set of "Flagmen Ahead" signs were utilized to provide better protection for the traveling public.				
(4)	Temporary Plastic Safety Markers	Each	13	0	-100
	This was not necessary for adequate safety to the traveling public.				
(5)	Flagmen	Hours	250	278	+11
	Increased equipment hours required more flagging.				
(6)	Front End Loader	Hours	40	0	-100
	Not needed to complete required work.				
(7)	Dump Truck	Hours	40	49.5	+24
	Amount required to complete project.				

(more)

ITEM	DESCRIPTION	UNIT	AUTHORIZED	FINAL QUANTITY	% UNDERRUN OR % OVERRUN
(8)	Tandem Roller This item was over-estimated.	Hours	40	6.5	-83.8
(9)	Backhoe The backhoe was utilized as a front end loader and for other types of work.	Hours	32	152	+375
(10)	Blade Grader Under-estimated.	Hours	40	68	+70
(11)	Tamper Amount required to complete project.	Hours	32	13	-59
(12)	Laborers Project required more handwork than anticipated.	Hours	32	272	+750
(13)	Watering Amount required to complete project.	M-Gals.	10	25.6	+156
(14)	Soil Sterilization Amount required.	Lb.	325	350	+8
(15)	Class "C" Asphalt Concrete Amount required also two more approaches than shown on the plans.	Ton	1,120	1,218.625	+9
(16)	12" Culvert Pipe Amount required.	Lin. Ft.	468	495	+6
(17)	18" Culvert Pipe One additional section of pipe was necessary to provide drainage.	Lin. Ft.	6	12	+100
(18)	Type G-2 Inlets	Each	1	1	0
(19)	Type G-1 Inlets	Each	3	3	0
(20)	Sidewalk Ramps	Each	2	2	0
(21)	Extra for Asphalt Appr.	Each	32	34	+6
(22)	Delineators	Each	50	41	- 18
(23)	Adjust Manholes	Each	1	1	0
(24)	Setting Mailbox Posts	Each	2	2	0

8532

8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elmira - Veneta Bikeway		WEEK ENDING: Oct. 29, 1977
		SECTION PREFIX: 120-0510
HIGHWAY: Territorial		COUNTY: Lane
NAME OF JOB: Elmira - Veneta Bikeway	KIND OF WORK: Grading & Paving	
CONTRACTOR: R. C. Parsons & Son Const., Inc.	CONTRACT NUMBER: 8532	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1977	DATE WORK STARTED: June 22, 1977	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: Workdays 75	CALENDAR DAYS USED: 76
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101
PROJECT AUTHORIZATION: $ 62,608.26		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 57,140.29	ENGINEERING AUTHORIZATION $ 5,467.97	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,752.55	ENGINEERING COST TO DATE $ 9,673 -0-	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 112
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 177 %	DATE PROJECT WAS COMPLETED: Sept.20, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		Project Complete					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.62				1.62
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.62				1.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Hourly Basis				1,120
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1,218
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keesey Routing
Bond Richards
Jackmond Glenn
Hopkins Berg
Johnson Church
Inloes Gebauer
Widmer

RECEIVED
OCT 31 1977
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	10-24-77 Project complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region office this date.

Final Report.

SIGNED D.W. Greene LOCATION Eugene

D.W. Greene, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

8532

8

DATE: September 28, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Elmira-Veneta Bikeway, Contract No. 8532

An overrun of 14.96 percent is expected on this project. It covers construction of bikeways on both sides of the Territorial Highway for approximately 1.6 miles. The contractor is R. C. Parsons & Son and the bid item work has just been completed.

The grading work was set up on an hourly equipment rental basis and with an hourly labor item. These items have overrun $5,500, or a little more than twice the contingency funding available in the project authorization. The Asphalt Concrete quantity overran 16 percent due to more work on approaches than was provided for in the bid quantity. A late State Force Order for $2,000 will import borrow material to ramp off vertical edges of the new paved shoulders and around road approaches.

This is a State project. Your approval is requested for an increase of $9,369.29 to a new total project authorization of $71,977.55. This matter will be on the Consent Calendar for your October 18 meeting.

JAB:fr ia

bc R. A. Burco
F. B. Klaboe
C. W. Head
C. T. Keasey
Alfred Shirley, Jr.
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8532

Salem, Oregon

September 27, 1977

FROM: John A. Bond, Engineer
Contract Administration Section

SUBJECT: Elmira-Veneta Bikeway
Contract No. 8532
Request for Increase in Authorization

TO: H. S. Coulter
State Highway Engineer

An excessive overrun of 14.96 percent is now expected on this project. It covers construction of bikeways on both sides of the Territorial Highway for approximately 1.6 miles, most of it by widening the existing pavement. R. C. Parsons & Son is the contractor and the bid item work was just completed a few days ago (some State Force work to add material at vertical edges of the new pavement may still remain).

The grading work was set up on an hourly rental basis and with an hourly labor item. These items have overrun $5,500, or a little more than twice the contingency funding available in the project authorization. The A.C. quantity overran 16 percent due to more work on approaches than was provided for in the bid quantity. A late State Force Order for $2,000 will import some borrow material to ramp off vertical edges of the new paved shoulders and around road approaches. The worst overrun is in the hourly labor item. Only 32 hours were provided in the contract so this item is overrun over 700 percent.

This is a State project. The contract item overruns are all just in bid items, so there is no involvement with PCRB. A rough draft letter to the Transportation Commission is attached requesting an increase of $9,369.29 to a new total project authorization of $71,977.55.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 28 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8532

Form 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 16, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 26, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 26, 1977 on the following projects:

1. South Baker Interchange-Encina Interchange
   Old Oregon Trail Highway, Baker County
   Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oregon City-New Era
   Pacific Highway East, Clackamas County
   Rock Screen Slope Protection

   Same as No. 1.

3. Columbia City ("E", 2nd and "L" Streets)
   Columbia County
   Paving (overlay)

   Same as No. 1.

4. Austin Rock Production, Grant County

   Same as No. 1.

5. Odell Lake Rock Production, Klamath County

   Same as No. 1.

6. Elmira-Veneta Bikeway
   Territorial Highway, Lane County
   Grading and Paving

   1.6 miles of Class II and Class III bikeway extending existing Class III bikeway.

7. Burns Junction-Crooked Creek
I.O.N. Highway, Malheur County
Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
4-foot shoulders will be provided.

8. Silverton Road O'xing-"D" Street U'xing
Pacific Highway, Marion County
Grading, Paving, Drainage and Signing

Same as No. 1. Grading and paving incidental to drainage and signing.

9. Burlington Northern Railroad Depot (Salem)
Marion County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities construction.

10. Columbia Boulevard Intchge (Owens-Illinois Relocation)
East Portland Freeway, Multnomah County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities.

11. SE Stark/Washington Intchge (Stark Street U'xing)
East Portland Freeway, Multnomah County
Grading, Paving and Structure

7-foot existing sidewalks on Stark Street and 8-foot sidewalk / bikeway provided on south side of structure.

12. SE Market Street U'xing
East Portland Freeway, Multnomah County
Grading, Paving and Structure

8-foot sidewalk/bikeway provided on both sides of approaches and structure.

13. NE 68th Avenue-NE 81st Avenue (Portland)
FAU 9858 (NE Halsey Street), Multnomah County
Grading, Paving and Signals

Same as No. 1. 7-foot sidewalks are provided.

14. East Portland State Police Headquarters
East Portland Freeway
Multnomah County
Grading, Paving and Building Construction

Same as No. 1. Grading and paving incidental to building construction.

15. Palmquist Road-Kelso Road
Mt Hood Highway, Multnomah and Clackamas Counties
Flashing Beacon Installation

Same as No. 1.

16. Little Nestucca and Nestucca River Bridges
Little Nestucca and Oregon Coast Highways
Tillamook County
Painting

Same as No. 1.

17. Stanfield (SW Barbara Street)
City Street, Umatilla County
Grading and Paving

Same as No. 1. 6-foot shoulders are provided.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8532 200

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/77
Donald L Rent

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Elmira - Veneta Bikeway
Highway Territorial
County Lane Region _____
Type of Work C-P-Bikeway Funds Bond 74
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					N/A State Funds
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X		X		
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8532 200

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

CON 5

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Pacific Power & Light Co.
P. O. Box 248
Albany OR 97321

April 15, 1977

Attention Mr. Ken Coleman

Dear Mr. Coleman:

A bikeway contract is tentatively scheduled to be let on May 26, 1977 on the Elmira-Veneta Section of the Territorial Highway in Lane County.

In conjunction with this work and in the interest of traffic safety, the Highway Division is requesting that the following PP&L transmission poles be relocated to within 1 foot of the existing 30-foot right-of-way.

1. Pole #$21\frac{6}{}$ 21 feet left of Engr. Sta. 1049+75
2. Pole #$21\frac{7}{}$ 23 feet left of Engr. Sta. 1052+78
3. Pole #$21\frac{8}{}$ 23 feet left of Engr. Sta. 1054+54

Attached is a 1"=100' detail map section covering the area of pole location and X-sections showing the existing poles and the position of the relocated poles.

Very truly yours,

Jack Ayres

JACK AYRES
Regional Utility Engineer

ja/cw
Attach.

cc John Scofield
Jack Cartwright
Duane Christensen

REFERRED TO
Board Reed
Cole Sample
Briksen Watson
Hager Waite
Return Please Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Olson
Christensen Doc
Scott
My Copy Swenson
Savage
Trout

RECEIVED
APR 13 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

8533 Burns Jct-Crooked Cr. Sec. 1977
S.E. of Burns
(Grading & paving)

November 14, 1980

LOC 6

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Allocation of Public Lands
Highway Funds, FY 1981 - Oregon
Your File HAM-OR/710.16

On November 4, 1980 you notified us of the approval of Forest Lands Highway funding in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass project. The recent exchange of letters has indicated our need for additional FLH funding to address the subject project. You have responded that additional FLH funding is not available.

Our judgment has not changed since last year and we still feel strongly that this project needs to be constructed in its entirety as one job, and we prefer to wait for future funding rather than segmenting the project at this time. Two other factors support this request, such as the 80% limitation on Federal-aid obligation and the State's declining revenue, both of which foreclose the option of funding the entire Beede Reservoir-Drinkwater Pass project.

Therefore, we are requesting that the $1,500,000 of FLH funding approved for Beede Reservoir-Drinkwater Pass be transferred to our Number 2 priority (per August 26 application) -- the Crooked Creek-Flight Strip, ION Highway. The project lends itself to shortening to fit the available money. We request approval to use the $1.5 million on the northerly 5.5 miles from Mile Point 75.7 to Mile Point 81.2. Please note that the project beginning mile point has been changed from Mile Point 76.5 to 75.7. This change reflects the corrected south end of construction on Project F-87(1), Burns Junction-Crooked Creek, completed in 1977.

The following is a breakdown of proposed mileage and funding responsibilities:

Length Miles			Fund ($1,000)			
FLH	State	Total	FLH	State	FAP	Total
4.5	1.0	5.5	1,500	50	320	1,870

Your favorable consideration of this request is solicited.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
Frank Terpin

GCW:ge/ESH:ja

1533

CON 5

DATE: September 22, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Burns Jct.-Crooked Creek Section
I.O.N. Highway
Pavement Condition
HFO.4/5-OR

The District 14 Engineer at Ontario is fully aware of the pavement condition described in your memo HFO.4/5-OR. He does not consider the condition serious enough at this time to take remedial action. He had considered patching the minor rutting which is occurring along the line of the joint between the old pavement edge and the new shoulder widening but had to defer this work because of our severely restricted patching program this summer.

The maintenance foreman has been instructed to watch this section of road carefully to observe any breaks which start to occur in the paving. He is to kettle patch these spots immediately to prevent the intrusion of water. That is the extent of our immediate corrective work.

Next summer, maintenance funds permitting, we plan to patch and seal this section. Ultimately, we plan to provide the future 5" paving surface specified in the plans for the project. This, of course, will depend upon the availability of State and Federal funds to accomplish the work.

WES:vt jh
bc: W. E. Schwartz
C. D. Hiatt
C. T. Keasey

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-87(1)
Burns Jct.-Crooked Creek Section
I.O.N. Highway
Pavement Condition

Date: September 9, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

A recent post construction inspection by our engineers indicates that this recently completed project is experiencing significant pavement failure. The failure extends through much of the project and is predominately exhibited longitudinally along the outside wheel line.

This project was stage constructed and provided for a future 5 inch overlay.

Would you please review this project and provide us with your recommendations as to what remedial actions should be taken to protect the existing investment and to provide adequate strength and serviceability through the design period.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 12 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

a-15 cys

Schmatz

Info Kenady

8533

File
456

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

September 20, 1979

J. H. Versteeg
Road Design Engineer

File 50669
Burns Jct.-Crooked Creek Sec.
I.O.H. Highway
Malheur County

Attached is a description, an authorization, prints and correspondence for an access road to a quarry in subject section.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By: W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

#8533 STATE COPY 8

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

4-9-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Malheur	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
April 9, 1979	David B. Carter, Area Engineer	F-87(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
November 2, 1977	August 9, 1978	$\frac{137}{125} = 109$ %	125 calendar work days

APPROVED EXTENSIONS	LOCATION
None	Approximately 92 miles southeast of Burns in Malheur County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BURNS JUNCTION - CROOKED CREEK SECTION
I.O.N. Highway

This project provided for the construction of 11.17 miles of roadbed widening, aggregate base and asphaltic concrete pavement.

The contract for this work was awarded to J. C. Compton of McMinnville, Oregon on June 1, 1977. Work began on June 24, 1977 and was completed on November 2, 1977.

The contract time was 125 calendar work days. The contractor used 137 calendar days to complete the project and was, therefore, assessed 12 days of liquidated damages. Daily liquidated damage charges for this project were $150 per day.

The final cost of the original contract items was $1,019,893.55. The final contract amount including construction engineering was $1,091,579.94. The original authorization was $1,133,473.73.

A final inspection of the project was made on January 18, 1978. The guardrail paint work, as noted in the final inspection report has been completed.

COPY SENT

All participating work has been completed.

RECEIVED
STATE HWY ENGR
APR 13 1979
APR 14 '79
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter		SIGNATURE: FOR G. K. Hossner	Signed By HOSSNER
David B. Carter		G. K. Hossner	Field Operations Engineer
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE: 4-13-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

8533-23 STATE COPY

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE *	COUNTY	FEDERAL PROJECT NO. *	URBAN ( ) * RURAL (X)
Oregon	Malheur	F-87(1)	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*
	CONSTRUCTION TYPE CODES		6201	
20	FINAL CONSTRUCTION COST*	DOL.	1,022,154	
21	LENGTH OF PROJECT	MILES	11.174	

DATE STARTED * 6-24-77

DATE COMPLETED * 11-2-77

TOTAL NO. BRIDGES ------

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

	LABOR * *(Roadway and Bridges Combined)*	TOTAL MAN HOURS	GROSS EARNINGS
30		16,546	250,353

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	253,677	
	9	PETROLEUM PRODUCTS *	GAL.	142,322	
	1	CEMENT	BBL.	959	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	593,500	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON	122,000	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	1,485	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD H — ITEM 6 — CORR. STEEL CULVERT

SIZE *(In.)*	LGTH. *(Lin. ft.)*
12	132
18	68

CARD J — ITEM 13 — CONCRETE PIPE

CARD K — ITEM 14 — CLAY PIPE AND DRAIN TILE

CARD L — ITEM 25 — CORR. ALUMINUM CULVERT

SIZE *(In.)*	LGTH. *(Lin. ft.)*
12	60
18	68

CARD M — ITEM 26 — CAST IRON PIPE

* MUST BE REPORTED ON ALL REPORTS

REVIEWED BY:

DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8533

January 30, 1979

Mr. John C. Compton
J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Dear John:

Contact No. 8533
Burns Junction-Crooked Creek Section

The Chief Counsel for the Transportation Commission was contacted by telephone by Emerson Page on the afternoon of January 16 concerning this project. A letter was subsequently received on the same subject.

It is the responsibility of the Chief Counsel to provide advice to the Department in questions of law and not on administrative matters. Our Chief Counsel therefore referred this information to me for response.

Apparently, there are some misunderstandings concerning this contract and our not following established procedures for price reduction on nonspecification asphaltic concrete pavement as well as our lack of response to correspondence. Mr. Page also mentioned a request for time extension which had received no response.

Investigation reveals that correspondence was answered promptly; that your plant man on this project was advised of failing test results; that some nonspecification asphaltic concrete was incorporated into the project; and that a price reduction is appropriate. We could not find any record of a request for a time extension. A listing of claim-related correspondence is attached.

Sometime soon I would like to get together with you to discuss this matter and some others. Please let me know when it would be convenient for you.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr HSC:ia

Att.

bc F. B. Klaboe
C. T. Keasey (w/att)
W. E. Schwartz "
P. F. Burnett "

Claim Correspondence

Burns Junction-Crooked Creek

Date	From	To	Subject
2-27-78	J. C. Compton Co.	P. F. Burnett	Acknowledge receipt of P.A. 5 & 6 (A.C. price reduction). Request more information.
3-13-78	J. C. Compton Co.	P. F. Burnett	Acknowledge receipt of A.C. price reduction data. Claim that failures were not provided to contractor's representative. States that plant man is not contractor's representative and that plant man denies signing plant reports, therefore no penalty is in order.
3-15-78	P. F. Burnett	J. C. Compton Co.	Response to 3-13-78 letter. Plant man was informed of plant report results. Plant man considered to be contractor's representative. A.C. price adjustment is valid and will be processed without signature.
8-14-78	J. C. Compton Co.	OSHD Accounting	Acknowledge receipt of final estimate and submit check for $2,941.90. Retain the right to submit claim.
8-14-78	J. C. Compton Co.	"The Engineer", Salem	Protest A.C. price reduction and claim an error of $3,259.44 - total amount of price reduction.
8-18-78	M. D. Glenn	J. C. Compton Co.	Respond to 8-14-78 letter. Acknowledge error in computations. Forward data to P. F. Burnett for handling.
8-24-78	P. F. Burnett	J. C. Compton Co.	Transmit revised P.A. for price reduction on Cl. "E" A.C. mix for signature.
1-16-79	J. C. Compton Co.	OTC Chief Counsel Jack Sollis	Phone call stating that claims submitted had received no response. Claim that plant reports signatures were forged and hence price reduction on A.C. mix was not valid, and claim for time extension.

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

NOTED
JACK L. SOLLIS

RECEIVED
January 19, 1979
JAN 22 1979
LEGAL

Jack L. Sollis, Asst. Attorney General
Justice Department
211 Transportation Building
Salem, Oregon 97310

RE: OSHD Contract #8533
Suspected Fraudulent Reports

Dear Jack:

This will document the telephone conversation we had on January 16, 1979 concerning the above referenced matter.

We have arbitrarily been penalized $3,259.44 for alleged out-of-specification asphaltic concrete. We have consistently refused to sign presented price agreements agreeing to such a deduction. The penalty has been withheld from our payments.

One of our objections is that our designated project representative had never been advised of the out-of-specification material during the production of same. The resident engineer claimed the plant man was notified and that he considered this adequate notification. The plant man's initials of "W.P." show on the State daily plant reports in the spaceliabeled "contractor". The form does not provide a copy for the contractor so we do not have the original — only a xerox copy.

The penalty is computed from the information accumulated on the daily plant report. Our office girl and William Petrak have confirmed the "W.P." initials are not that of Mr. Petrak's.

Since this is an obvious forgery, we have assumed the plant report itself is suspect. The penalty should have not been levied because of this tainted fact.

We more seriously criticize the Highway Division for not pursuing this matter rather than to act in such a cavalier manner. The Engineer, the Region Engineer, as well as the Resident Engineer have also had the opportunity to expeditiously examine the facts but apparently desire to ignore this serious situation.

The improvement of the administration of construction contracts for the Highway Division is long past due.

Sincerely,

J. C. COMPTON COMPANY

By: _____
Emerson B. Page

EBP:ca

cc: Director of Transportation

8533

8

January 25, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $802.44 will be made to J. C. Compton Co. on Contract No. 8533 for work on the Burns Junction-Crooked Creek Section of the I.O.N. Highway in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,017,559.75 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8533

PHONE: 472-4135
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86 McMINNVILLE, OREGON 97128

January 19, 1979

Copys - Coulter
1-22
(On

Jack L. Sollis, Asst. Attorney General
Justice Department
211 Transportation Building
Salem, Oregon 97310

RE: OSHD Contract #8533
Suspected Fraudulent Reports

Dear Jack:

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NOTED
F. G. KIMBOE

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Sincerely,

J. C. COMPTON COMPANY

By: _____
Emerson B. Page

EBP:ca

cc: Director of Transportation

RECEIVED
JAN 22 1979
OFFICE
DIRECTOR of TRANSPORTATION

8533

ROBERT W. STRAUB

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1978

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8533

This project has been finalled. The $10,000.00 securities deposited in lieu of retainage may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-312. (Rev. 7-77)

8533

9

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8533

Salem, Oregon

August 18, 1978

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Burns Junction-Crooked Creek
I.O.N. Highway
F.A.P. No. F-87(1)
Contract No. 8533
Revised Recomputed Price
Adjustments for Non-spec.
A.C. Mixture

April 25 price adjustments for the non-spec. Class "C" and Class "E" mixtures were recomputed in accordance with our March 1978 agreement with FHWA. On August 15 a claim was received from the contractor that these reductions were in error. Upon reviewing the computations for the reduction in price for the "E" mix, it was found an error had in fact been made which will affect the amount to be credited to the FHWA as follows:

Bid Item			P.A. Amount	Recomputed Amount
15	Class "C" Mix in leveling		#5 $1,269.05	$1,507.06
16	Class "E" A.C. Mixture	Revised	#6 1,068.95	1,868.70

The difference in amounts remains $238.01 for the Class "C" mix and revised to $799.75 for the Class "E" mix. This makes a total difference of $830.94. The revised amount to be credited to the project on a non-participating basis is $415.47.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
John Jenkins "
Bob Church "
W. E. Schwartz "
P. F. Burnett "
File "

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED

Contract No. 8533 SUMMARY of FAILING TESTS RESULTS for 6 BIT MIX

Class (B. C. E. PMBB)

Section Burns-Tot.-Crooked Crk. Recomputed 8/17/78 for credit to FHWA 6

SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
				100		94		60		11		4				7.2			In Mix		Out Specs	
Sieve Size	Test			1/2		3/8		1/4		#10		#200		SE, LL, PI		Asphalt			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-3	Col. 13 / 10
	100		%	%		90 % 98		56 % 64		7 % 15		2 % 6				6.7 % 7.7						
Date	Ave	Out Specs	We	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	%	Tons	%	Tons
1977		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
10/17	#1 - #3																6.45	0.25	4030.24				
10/17	#1										16.7	1.7					6.45	-	693	93.55	648.3	1.7	11.6
"	#3										16.3	1.3					6.45	-	1920	93.55	1796.16	6.3	23.
10/18	#6										15.6	0.6					6.8	-	1084	93.2	1010.29	0.6	6.
10/19	#8								64.6	0.6	16.3	1.3					6.8	-	1606	93.2	1496.79	1.9	28.
10/20	#10								67.2	3.2	17.9	2.9					6.9	-	1080	93.1	1005.48	6.1	61.
10/20	#11										15.7	0.7					6.9	-	1365	93.1	1270.82	6.7	8.

Aggregate = 139.10 x $6.55 = $911.10

Aspl Content = 10.06 x $95.00 = 957.60

$1,868.70

(Revised PA #6)

Credit to FHWA = 1,868.70 + 1,068.95 = 799.75 / 2 = $399.88 credit to p

TOTALS 9165.24 139.

Submit original copy plus other substantiating data with price agreement.

33

SUMMARY of FAILING TESTS RESULTS for E BIT MIX

Class (B, C, E, PMBB)

Test - Crooked Crk. Recompleted 9/17/78 for credit to FHWA by MDOT.

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
		100 1/2		94 3/8		60 1/4		11 #10		4 #200		SE. LL. PI			In Mix		Out Specs		Out Specs	Out Specs
													7.2 Asphalt		100-Col 9	Col. 11x13 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
%		%		90 % 98		56 % 64		7 % 15		2 % 6				6.1 % 7.7						
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs							
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
														6.45	0.25	4030.24					10.08	
								16.7	1.7					6.45	-	693	93.55	648.3	1.7	11.02		
								16.3	1.3					6.45	-	1920	93.55	1796.16	1.3	23.35		
								15.6	0.6					6.8	-	1084	93.2	1010.29	0.6	6.06		
						64.6	0.6	16.3	1.3					6.8	-	1606	93.2	1496.79	1.9	28.44		
						67.2	3.2	17.9	2.9					6.9	-	1080	93.1	1005.48	6.1	61.33		
								15.7	0.7					6.9	-	1365	93.1	1270.82	6.7	8.90		

Contract No. 8533 : SUMMARY of FAILING TESTS RESULTS for "E" BIT MIX

Class (B, C, E, PMBB)

Section Burns Junction - Crooked Creek

Recomputed 8/16/78 by M

Mix Design -77-12768 SHIFT AVERAGE OF TESTS 94 60% 11% 4% 7.2

Sieve Size					1/2"		3/8"		1/4"		#10		#200		SE, LL, PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%		%		%		90 % 98		56 % 64		7 % 15		2 % 6				6.7 % 7.7			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
1977	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
10-17	Allowed	1st	two	tests to	get	into	specks																
10-17	Test #3										16.3	1.3	(Tank stick fails)				6.45	0.25	1920	93.55	1796.16	1.3	23.
10-20	Test #10								67.2	3.2	17.9	2.9	(Two failing tests				6.9	-	1080	93.1	1005.48	6.1	6.1
10-20	" #11										15.7	0.7	in a row)				6.9	-	1365	93.1	1270.82	0.7	8.

REDUCTION IN PRICE

Gradation - 93.58 Tons x $6.55/Ton = $612.95

Asph. Content - 4.80 Tons x $95.00/Ton = $456.-

$1068.95 ok KBuck

Maximum allowable non-spec mtr'l w/o.

Reduction in price = 16,604 x 0.15 = 2491 Tons

TOTALS 4365 Tons 93.

Submit original copy plus other substantiating data with price agreement.

23 SUMMARY of FAILING TESTS RESULTS for "E" BIT MIX

Class (B, C, E, PMBB)

Junction - Crooked Creek

Recomputed 8/16/78 by M.O. Glenn

77-12768 SHIFT AVERAGE OF TESTS 94 60% 11% 4% 7.2

	1/2"		3/8"		1/4"		#10		#200		SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs		ASPHALT Out Specs	SE. LL. PI Out Specs
	%		%		90 % 98		56 % 64		7 % 15		2 % 6										
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	6.7 % 7.7						
													Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
	%		%		%		%		%									%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8		9	10	11	12	13	14	15	16	17
ed	1st		two		tests		to		get		into		specks										
3									16.3	1.3	(Tank stick fails)				6.45	0.25	1920	93.55	1796.16	1.3	23.35	4.80	
							67.2	3.2	17.9	2.9	(Two failing tests				6.9	-	1080	93.1	1005.48	6.1	61.33		
									15.7	0.7	in a row)				6.9	-	1365	93.1	1270.82	0.7	8.90		

REDUCTION IN PRICE

Gradation - 93.58 Tons x $6.55/Ton = $612.95

Asph. Content - 4.80 Tons x $95.00/Ton = $456.00

$1,068.95 OK KBuck 8-17-78

allowable non-spec. mtrl w/o price = 16,604 x 0.15 = 2491 Tons

TOTALS 4365 Tons 93.58 4.80

other substantiating data with price agreement

8533

August 11, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8533 awarded to J. C. Compton Co. for work on the Burns Junction-Crooked Creek Section of the I.O.N. Highway in Malheur County was completed on November 2, 1977, and accepted by the State Highway Engineer on August 9, 1978.

The total contract amount is $1,016,757.31 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8533

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1978

FILE: CON 5 #8533

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Burns Junction-Crooked Creek
I.O.N. Highway
F.A.P. No. F-87(1)
Contract No. 8533
Recomputed Price Adjustments for
Non-Spec. A.C. Mixtures

The price adjustments for non-spec Class "C" and Class "E" mixtures have been recomputed in accordance with our March 1978 agreement with FHWA.

Bid Item	P.A. Amount	Recomputed Amount
15 - Class "C" Mixture in Leveling	#5 - $1,269.05	$1,507.06
16 - Class "E" A.C. Mixture	#6 - 2,053.45	1,871.39

A review of the Daily Plant Reports indicates the Class "E" mixture produced on October 20, 1977 was not 0.3 percent deficient in asphalt content as shown in the Summary of Failing Test Results for P.A. #6. I therefore recommend the reduction for the "E" mix be revised to the recomputed amount of $1,871.39. This would make the difference in amounts $238.01. The amount to be credited to the project on a non-participating basis is $119.00.

MDG:fr

Att.

cc/Att.

H. S. Coulter
FHWA
John Jenkins
Bob Church
W. E. Schwartz
P. F. Burnett
File

RECEIVED
STATE HWY ENGR
APR 26 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

STS RESULTS for "C" BIT MIX

Class (B. C. E. PMBB)

Recomputed by FHWA 4/07/76

	#200		SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs		ASPHALT Out Specs	SE. LL. PI Out Specs
	3 ± 7				6.4 ±			Sum of Col. 9	Col. 11x12 / 100	Sum of Col. 14	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x11
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	7		8		9	10	11	12	13	14	15	16	17
					7.2	0.8	2526.97	92.8	2346.89	—		7.59	
					6.7	—	840	93.3	783.72	1 5/8	11.76		
					6.7	—	2313.83	93.3	2158.80	1 3/8	28.06		
					7.0	—	1186.50	93.0	1103.44	4 5/8	52.97		
					7.0	—	1314.41	93.0	1222.40	4 1/8	50.12		
TOTALS											142.9	7.59	

142.91 x $5 53 = $786.01

7.59 x $95 00 = $721.05

$1507.06

$1507.06 - $1221.05 = $286 01 ÷ $1,000 =

Contract No. 6663

Section 2. Burns Jct. - Crooked Cr.

SUMMARY of FAILING TESTS RESULTS for "C" BIT MIX

Class (B, C, E, PMBB)

Recomputed

SHIFT AVERAGE OF TESTS

Sieve Size					1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Spec	
	%		%		91 ± 99		56 ± 64		24 ± 32		9 ± 17		3 ± 7				6.4 ±			100 Col. 9	Col. 11 x 12 / 100	Sum of Col. 13	Col. 14 x 100
Date	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec		%	Tons	%	Tons
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	
10/1/77																	7.2	0.3	2525.97	92.8	2346.89	—	
10/1/77	#5						65 5	1 5									6.7	—	840	93.3	783.72	1 5	11
"	#6						65 3	1 3									6.7	—	2313.83	93.3	2158.80	1 3	29
10/2/77	#7						68 5	4 5									7.0	—	1186.50	93.0	1103.44	4 5	52
	#8						68 1	4 1									7.0	—	1314.41	93.0	1222.40	4 1	50

142.91 x $5.59 = $786.01

7.59 x $95.89 = $721.05

$1507.06

$1507.06 - $1223.05 = $284.01

TOTALS

143

final copy plus other substantiating data with price agreement

SUMMARY of FAILING TESTS RESULTS for "C" BIT MIX

Class (B. C. E. PMBB)

t. - Cracked Cr.

Recomputed by FHWA 4/17/78

SHIFT AVERAGE OF TESTS													MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
	1/2"		1/4"		#10		#40		#200		SE. LL. PI	Asphalt		In Mix		Out Specs		Out Specs	Out Specs
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		Total of 9	Col. 11x12 / 100	Sum of Col. 1-8	Col. 13x14 / 100	Col. 10x11 / 100	Col. 5x13
%														%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
													7.2	0.3	2525.97	92.8	2346.89	—		7.59	
			65 5	1 5									6.7	—	840	93.3	783.72	1 5	11.76		
			65 3	1 3									6.7	—	2313.83	93.3	2158.80	1 3	29.06		
			68 5	4 5									7.0	—	1186.50	93.0	1103.44	4 5	52.97		
			65 1	4 1									7.0	—	1314.41	93.0	1222.40	4 1	50.12		

Contract No. 0333

SUMMARY of FAILING TESTS RESULTS for C Class (B, C, E, PMBB) BIT MIX

Section BURNS JCT - CROOKED RIVER

DESIGN → SHIFT AVERAGE OF TESTS 6.0 6.4

Date	Sieve Size	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	1/4" % Ave	1/4" % Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	SE. LL. PI Ave	SE. LL. PI Out Specs	Asphalt % Ave	Asphalt % Out Specs	MIX USED	AGGREGATE In Mix 100-Col 9 %	AGGREGATE In Mix Col. 11x12 / 100 Tons	AGGREGATE Out Specs Sum of Col. 1-3 %	AGGREGATE Out Specs Col. 13 / 100 Tons
		1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
10-11		ALLOWED FIRST TWO TESTS TO GET INTO P&D.																						
10-12		TEST #3										TRIM TECH FAILS						7.2	(0.3)	835				
10-12		TEST #5								65.4	(1.4)							6.7	-	3206	93.3	2991	1.4	4.1
		TEST #6																						
10-13										68.4	(4.4)	"		"		"		7.0	(0.1)	2501	93.0	2326	4.4	10.2
												CORRECTION						141.2	x 5.50	= 776.10				
												Asph Grad						5.01	x 95.00	= 475.95				
																			DEDUCT	TOTAL = 1269.05				

ALLOWABLE FAIL = 17,958 x .15 = 2694 TON (FAIL TOTALS 6542 TO)

original copy plus other substantiating data with price agreement

SUMMARY of FAILING TESTS RESULTS for C BIT MIX

Class (B, C, E, PMBB)

- CROOKED RIVER

SHIFT AVERAGE OF TESTS												MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
				60				SE. LL. PI		6.4			In Mix		Out Specs		Out Specs	Out Spec
	%		%	1/4"						Asphalt			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13x14 / 100	Col. 10x11 / 100	Col. 9x13
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	%	Tons	%	Tons	Tons	Tons
	3		4		5		6		7		8		9	10	11	12	13	14	15	16	17
FIRST TWO TESTS				TO GET		INTO	P.S.&E.														
						THIRD TRUCK FAILS							7.2	(0.3)	835					2.51	
				65.4	(1.4)								6.7	-	5206	93.3	2491	1.4	41.9		
				68.4	(4.4)	"	"	"					7.0	(0.1)	2501	93.0	2326	4.4	102.3	2.50	
												CORRECTION	144.2	x 5.50	=	$ 793.10					
												Asph Correct	5.01	x 95.00	=	475.95					
												DEDUCT	TOTAL	=		$ 1269.05					
																			KTSO 2-25-78		
ALLOWABLE FAIL = 17,958 x .15 = 2694 TON													(FAIL TOTALS		6542 TO)				144.2	5.01	

substantiating data with price agreement

Contract No. 8533 SUMMARY of FAILING TESTS RESULTS for "E" BIT MIX

Class (B, C, E, PMUBI)

Section Burns Jct. - Crooked Cr

Recomputed 4/17/77 [illegible]

Sieve Size					1/2		3/8		1/4		#10		#200		SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%		%		100 %		90 ÷ 98		56 ÷ 64		7 ÷ 15		2 ÷ 5				7.2 %			Col. 9	Col. 11x12 / 100	Sum of Col. 1-8	Col. 13x14 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
10/17/77																	6.45	0.25	4030.24				
"	#1										16.7	1.7					6.45		693.00	93.55	648.30	1.7	11.02
"	#3										16.3	1.3					6.45		1925	93.55	1800.84	1.3	23.41
10/15/77	#6										15.6	0.6					6.8		1083.67	93.20	1009.98	0.6	6.06
10/19/77	#8								64.6	0.6	16.3	1.3					6.8		1606.50	93.20	1497.26	1.9	28.45
10/20/77	#10								67.2	3.2	17.9	2.9					6.9		1080	93.10	1005.48	6.1	61.33
"	#11										15.7	0.7					6.9		1418	93.10	1320.16	0.7	9.24

139.51 x $6.55 = $913.79

10.08 x $95.00 = 957.60

$1871.39

Recomputed amount Less than price reduction. No add. if project are due.

TOTALS 9284 139.5

final copy plus other substantiating data with price agreement

SUMMARY of FAILING TESTS RESULTS for "E" BIT MIX

Class (B. C. E. PMBB)

L. - Crooked Cr.

Recomputed 4/17/77 by EHWA Sat.

SHIFT AVERAGE OF TESTS													MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
	1/2		3/8		1/4		#10		#200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
	100 %		90 ÷ 98		56 ÷ 64		7 ÷ 15		2 ÷ 5				7.2 %			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
													6.45	0.25	4030.24 ✓					10.08 ✓	
							16.7	1.7					6.45		693.00	93.55	648.30 ✓	1.7	11.02 ✓		
							16.3	1.3					6.45		1925	93.55	1800.84 ✓	1.3	23.41 ✗		
							15.6	0.6					6.8		1083.67	93.20	1009.98 ✓	0.6	6.06 ✓		
					64.6	0.6	16.3	1.3					6.8		1606.50	93.20	1497.26 ✓	1.9	28.45 ✗		
					67.2	3.2	17.9	2.9					6.9		1080	93.10	1005.48 ✓	6.1	61.33 ✓		
							15.7	0.7					6.9		1418	93.10	1320.16 ✓	0.7	9.24 ✗		

139.51 x $6.55 = $913.79 ✓ cf

10.08 x $95.00 = 957.60 ✓

$1871.39 ✓ to

Recomputed amount less than assessed price reduction. No credits to the project are due.

TOTALS	9284	139.51 ✓	10.08 ✓

r substantiating data with price agreement

Contract No. 3533 SUMMARY of FAILING TESTS RESULTS for B.T. MIX

Section S. BURNS JCT - CROOKED RIVER Class (B, C, E, PMBB)

DESIGN → SHIFT AVERAGE OF TESTS 60 11 (6.7 – 7.7) 7.2

Sieve Size						¼"		#10				SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
Date																	100 Col 9	Col 11x12 / 100	Sum of Col 1-5	Col 13x14 / 100
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs				
	1	2	3	4														Tons		Tons
																	11	12	13	14	15
10-17	Allowed		First Two Tests to Get into Specs.																	
10-17	Test #3						16.3	(1.3)					Tank Stiv. Fails		6.4	(-0.2)	1929			
10-20													"		6.4	(0.3)	3969			
10-20	Test #10						67.2	(3.2)	17.9	(2.9)					6.4		1080	93.6	1011	6.1	61.7
10-20			Wa				15.7	(0.7)							6.4		1418	93.6	1327	0.7	9.3

SUMMARY of FAILING TESTS RESULTS for _____ BIT MIX

Class (B, C, E, PMBB)

CROOKED RIVER

(6.7 – 7.7) 7.2

SHIFT AVERAGE OF TESTS												MIX USED	AGGREGATE					ASPHALT	SE LL PI
			¼"	#10			SE LL PI		Asphalt				In Mix		Out Specs			Out Specs	Out Specs
													100-Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13x14 / 100		Col. 10x11 / 100	Col. 5x1
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs			%	Tons	%	Tons		Tons	Tons
2	3	4	5	6	7	8	9	10	11	12	13	14	15						
FIRST TWO TESTS TO GET INTO SPECS.																			
			16.3	(1.3)	TANK STUCK FULL				6.45	(0.25)	1929							4.91	
					"	"	"		6.42	(0.3)	3969							11.91	
			67.2	(3.2)	17.9	(2.9)			6.4		1080	93.6	1011		6.1	61.7			
			65.1		15.7	(0.7)			6.4		1418	93.6	1327		0.7	9.3			
											GRADATION	11.0 x 6.55 =						165.05	
											ASPH CONT	15.72 x 95.00 =						1588.40	
											DEDUCT	TOTAL =						2053.45	

8533

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 28, 1978

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8533

Retainage requirements on this project have been reduced to $10,000.00. At present $50,000.00 is on deposit. $40,000.00 may be released or applied to other projects.

Please notify us as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

8533

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct. - Crooked Cr.		WEEK ENDING: March 10, 1978
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading & Paving	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 137 CWD
PROJECT AUTHORIZATION: $1,133,473.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 110
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871.15	Cost this week 1,777.97 ENGINEERING COST TO DATE $68,850.94	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 85 %	DATE PROJECT WAS COMPLETED: November 3, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.17	11.17			11.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	48,278 cy	88,171 ton	120,500 ton		34,563 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	48,278 cy	88,171 ton	120,500 ton		34,563 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Rain			
MONDAY 6	Clear			
TUESDAY 7	Overcast			
WEDNESDAY 8	Rain			
THURSDAY 9	Overcast			
FRIDAY 10	Clear			
SATURDAY 11				

Routing
Krasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
MAR 13 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No Activity all week
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

One Man working on Semi-Final all week.
Semi - Final submitted to Salem on Thursday of this week.
This is final weekly to be submitted on this project.

SIGNED P.F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8533

1 K
2 9

Routing
Richards
Johnsen
Church
Infoes
Widmer

RECEIVED
DEC 1 1977
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

Ontario, OR 97914
November 22, 1977

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐
RDE ☐

NOV 28 1977
RECEIVED
REGIONAL OFFICE

Liability Claims Division
100 State Office Building
Salem, Oregon 97310

Enclosed is copy of all correspondence attached to Report of Motor Vehicle Accident Investigated By Employees, this accident happened September 26, 1977, involving P.R.Olivera and W. J. Morgan. A telephone call was made to your office, to check advisability of sending in Witness report of Accident(copy attached. This accident happened within the confines of Contract # 8533, Burns Junction-Crooked Creek, I.O.N. Highway, Malheur County.

P. F. Burnett

P. F. Burnett

Resident Engineer

cc: W. E. Schwartz
cy Const. Sect
J. Moffee (2)

RECEIVED
STATE HWY ENGR
DEC 6 '77
REFER TO
FOR
Info | ves | /D | 2/R | Sign | Act | File

NOTED
H.S. COULTER

Form 7-583

8533 TRA 4-1

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

Jackmond — DEC 1 1977 — Gibson
Hopkins — Johnson — CONSTRUCTION — Gebauer
Inloes — SECTION — Widmer

☐ FATAL
☒ NON-FATAL

Date of Accident September 26, 1977 Time of Accident 6:45 ± (A.M. or P.M.)

#1 P. R. Olivera

Name of Driver # 2 W. J. Morgan Name of Deceased (if any) None

Date of Field Investigation September 26, 1977 County Malheur

Highway Name I. O. N. Highway Number 456 Route US 95

General Location about 0.3 mile south of Burns Jct.

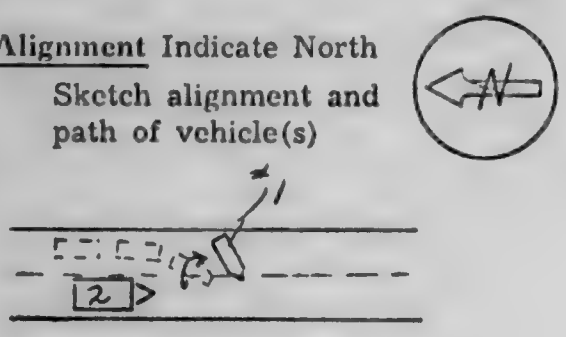
Mile Post 66.9 Posted Speed 55

Check Appropriate Items:

Type of Culture	Surface Condition	Grade (in direction of Vehicle's travel)	Lighting
___ Heavy	X Dry	X Level	___ Daylight
___ Moderate	___ Wet	___ Hillcrest	X Dawn or Dusk
___ Light	___ Snow or ice	___ Approx. ___% descending	___ Darkness Illum.
X None	___ ___ (Other)	___ Approx. ___% ascending	___ Darkness, non-Illum.

Alignment Indicate North

Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions 34'

17' Paved

Rk. Sho. Rk. Sho.

Description of Accident: Vehicle # 1 apparently had passed Vehicle # 2, hit gravel shoulder when he returned to his southbound lane of highway, evidently lost control and rolled vehicle, ending up in Northbound lane.

See attached OSP Traffic Accident Report by A.C. Beazizo.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

SP*7(033-734

Investigator J. D. Harper

Title H E I Inspector

TRAFFIC ACCIDENT REPORT – POLICE

STATE OF OREGON ☐FATAL ☒INJURY ☐PROP. DAMAGE Dept. Oregon State Police City N/A County Malheur Page 1 of 1 Pages

Case No.

Classification:

1. ACCIDENT INVOLVED: ☒ One Other MV ☐ Two or More MV's ☐ Pedestrian ☐ Motorcycle ☐ Bicycle/Tricycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Other ☐ City, County, State Property Damaged Describe:

COMPUTER ENTRY: Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

Distribution:

2. Date Occurred: Sept. 25, 1977 | 3. Time Occurred: 7:50 ☐AM ☐PM

ACCOMPANYING REPORTS: Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

4. Reported Date: Sept. 25, 1977 | 5. Reported Time: 7:55 ☐AM ☒PM

Do Not Write In This Space

6. Location of Occurrence (Route No. or Name): U.S. Hwy 95

7. At Intersection of (Route No. or Name):

8. If not at Intersection ☐ Feet .3 ☒ Miles N ☐ S ☒ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) S.R. Hwy 78

9. Mile Post: 66.9

10. .3 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City: Durna Jct.

INJURY CODE: (Mark the first one that applies) K – DEAD BEFORE REPORT MADE A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc. B – NONINCAPACITATED – Lump, Abrasions, Cuts C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping D – NO APPARENT INJURY

SEAT BELT CODE: None Installed – O; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

DR	11. FULL NAME (Last)	(First)	(Middle)	Computer #
	OLIVERA,	PEDRO	RAMIRA	

12. Address: Chula Vista Labor Camp, Wilder, Idaho

13. Sex	14. Race	15. D.O.B.	16. Seat Belt	17. X EJ.	18. Inj.
M	H	07-10-52	L	X	A

19. Operator License No.	20. Issuing State	21. Type (Specify)
None		

22. Residence Phone: None | 23. Business Phone:

Seat	24. Occupant's Name	Computer #
FR	CERECCI, FRANCISCO XAVIER	

25. Address and Phone: Chula Vista Labor Camp, Wilder, Idaho

26. Sex	27. Race	28. D.O.B.	29. Seat Belt	30. X EJ.	31. Inj.
M	H	03-13-57	L	X	A

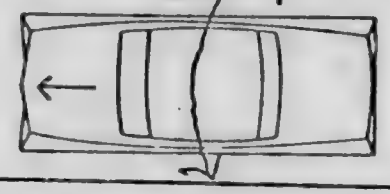
32. | 33. | 34. | 35. | 36. | 37. | 38. | 39.

40. | 41. | 42. | 43. | 44. | 45. | 46. | 47.

48. Owner's Name and Address: Driver

49. Odometer Reading: 26,037

59. Damage Scale: LAT - 7



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☒ No

50. License No.	51. License State	52. License Year	53. Veh. removed by/to
20-11718	ID	78	Zatica Wrecker to their lot, Jordan Valley

54. Vehicle year	55. Make	56. Model	57. Body Style	58. Color
1955	Ford	Galaxie 500	4S	wht/black

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR	61. FULL NAME (Last)	(First)	(Middle)	Computer #
	BROOKSHIRE,	JOHN	GEORGE	

62. Address: P.O. Box 5, Hereford, Oregon

63. Sex	64. Race	65. D.O.B.	66. Seat Belt	67. X EJ.	68. Inj.
M	W	10-03-48	LL		D

69. Operator License No.	70. Issuing State	71. Type (Specify)
824271	OR	Driver-Chauffeur's

72. Residence Phone: 466-9409 | 73. Business Phone:

Seat	74. Occupant's Name	Computer #
RC	MORGAN, WILLIAM JOH	

75. Address and Phone: 2922 Georgia St., Caldwell, Idaho

76. Sex	77. Race	78. D.O.B.	79. Seat Belt	80. X EJ.	81. Inj.
M	W	12-26-50	0		D

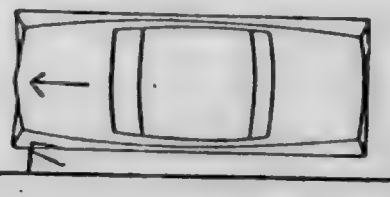
82. | 83. | 84. | 85. | 86. | 87. | 88. | 89.

90. | 91. | 92. | 93. | 94. | 95. | 96. | 97.

98. Owner's Name and Address: DeMAL FREIGHT LINES, INC., PO Box II, Nampa, Idaho

99. Odometer Reading: 700,947

109. Damage Scale: LFQ-1



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☒ Yes ☐ No

100. License No.	101. License State	102. License year	103. Veh. removed by/to
42533 50427	ID	77	Driver

104. Vehicle year	105. Make	106. Model	107. Body Style	108. Color
73	Kenworth Idaho	Tractor Tlr	Van Conver	Blk/Wht Silver

111. Actions Taken (Citations, etc.): Oper. Unit #1 Cited for Careless Driving

112. Primary Cause:

113. Secondary Cause:

Reporting Officer(s): A.C. Bazzo

Prec./Div. | Relief/Shift | Assn./Dist. | R/C Times | ARR: | CLR: | Approved by:

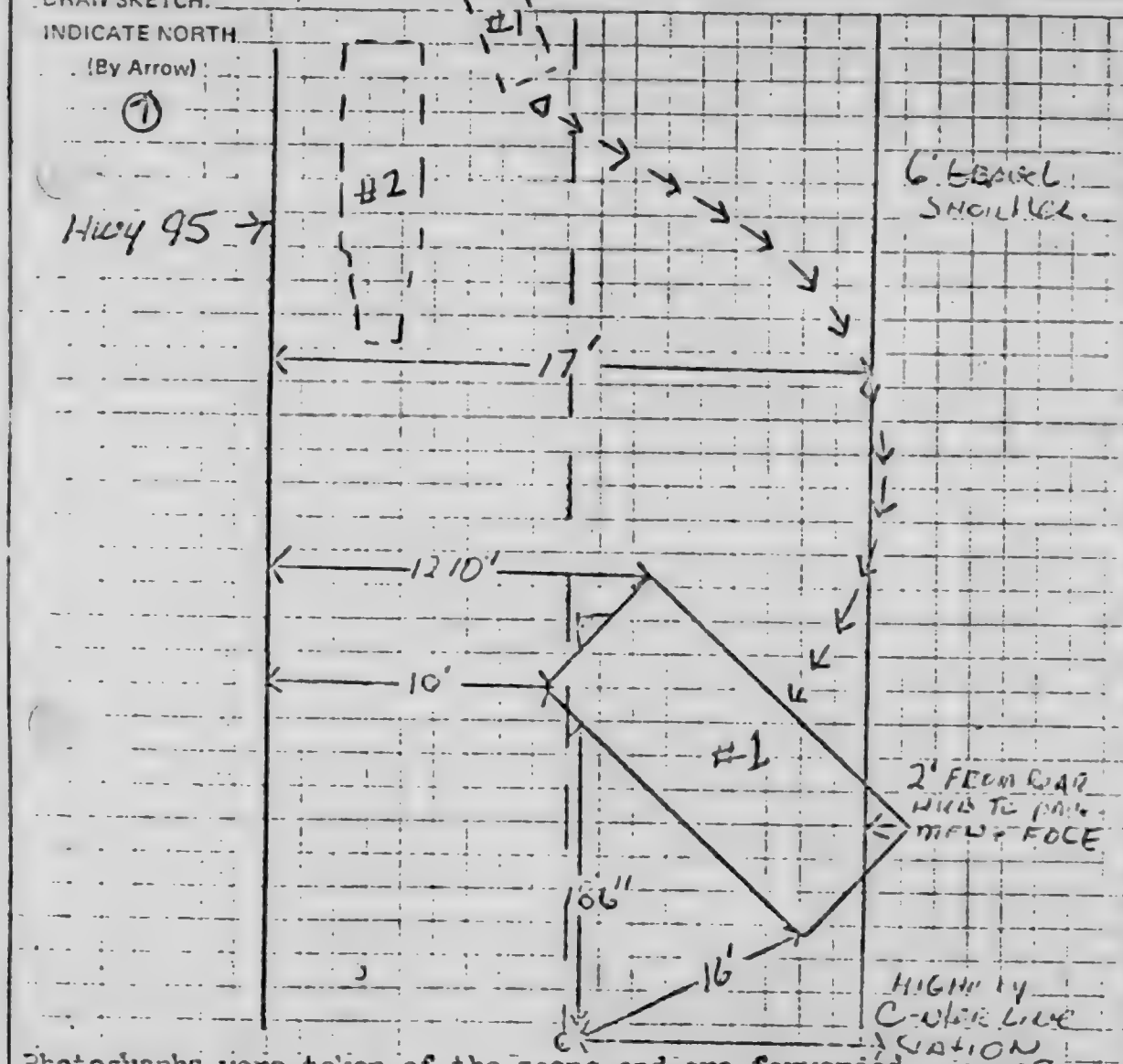
114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117. Unit 1 Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
X CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	X DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☐ DAYLIGHT ~~☐ DAWN~~ or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.) Unk 0 Distance Travel'd after impact (ft) Unk N/A Stated spd. before impact (MPH) Unk 50 Designated speed for area (MPH) 55 55	X YES ☐ NO Describe: Construction Next 11 Miles sign at MP 65	Writer and bystanders INJURED TAKEN TO: Caldwell Memorial Hospital, Caldwell, Idaho BY: Jordan Valley Ambulance

WITNESSES: NAME None RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:

INDICATE NORTH (By Arrow)



Photographs were taken of the scene and are forwarded to CID under seperate cover. #2078

Initial Notification: Telotype 0035 CID 9-26-77 to Headquarters, SP Baker and C. Tidwadic.

Passenger in Unit #2 had no statement to make as he was in the sleeper, sleeping at the time of the accident.

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

The highway at the scene is straight and level with no obstructions to vision. The road surface is under construction and is rough and pitted. The pavement edges on both sides are irregular and raised above the gravel shoulder. The shoulders are presently under construction and are approximately six ft. in width. Unit #2 was southbound and was being passed by Unit #1. Unit #1 dropped the left front wheel over the left shoulder and lost control. It then came back up onto the highway and clipped Unit #2 on the left front corner. Unit #1 then began to swerve back and forth across the highway and then rolled over an undetermined number of times, throwing both occupants out of the vehicle onto the pavement. Writer was unable to determine where Unit #1 actually left the roadway the first time, and there were no skid marks in evidence. Unit #2 did not leave the roadway and was ordered removed from the highway by writer prior to starting the investigation.

Operator of Unit #1 and Passenger of Unit #1 both stated in substance that they could only remember starting to pass the truck.

Operator of Unit #2 stated in substance that he was southbound at 55 mph and had just rounded the curve at Burns Junction when he first noticed Unit #1 starting to pass him. He saw Unit #1 go off onto the left shoulder while still to the rear of his trailer and lose control. At this time he began to slow to get out of the way. He then lost sight of Unit #1 and did not see him again until he hit the left front corner of the truck-tractor. Unit #1 then swerved back and forth from shoulder to shoulder in front of him at least twice before beginning to roll over. Unit #1 rolled sideways at least twice and he saw both occupants thrown out of the driver's side onto the pavement. It appeared to him that the operator of Unit #1 never applied his brakes to regain control. It appeared that he was se-

OREGON·STATE HIGHWAY DIVISION

TO: [illegible], Resident Engineer

SUBJECT: Accident 9-26-77 Burns Jct.-Crooked Creek 8563 130-1051

FROM: P. F. Burnett, Resident Engineer

DATE: November 4, 1977

I am enclosing copies of Accident Report dated September 26, 1977 along with Witness Report of Accident to Firemans' Fund Insurance,

The original of the Witness Rpt Report of Accident was mailed to

Firemen's Fund Insurance Companies
P.O. Box 3825
Portland, Or on 97208.

A check was made with Liability Claims Division before this report was submitted, they advised me to send it in XX, as I was not a witness.

P. F. Burnett, Resident Engineer

by J. F. B.
(SIGNATURE)

PLEASE REPLY HERE

CC: _____

_____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

WITNESS REPORT OF ACCIDENT

CLAIM NUMBER: BB30A456223/Jane Black

NAME	AGE	TELEPHONE NUMBER
Joe F. Hayse, P.O. Box 31, Burns OR 97720	52	~~573-2439~~
EMPLOYER'S NAME AND ADDRESS: Oregon State Highway Division, 102 W. Monroe, Burns OR		TELEPHONE NUMBER: 573-2454
WHERE WERE YOU AT TIME OF ACCIDENT? Burns Jct	WHERE DID ACCIDENT OCCUR? 0.3 mile S of Intersect. OR78 & 395	DATE AND HOUR: 9-26-77 6:45 PM.
HOW FAR WERE YOU FROM SCENE OF ACCIDENT? 0.3 mile	DID YOU SEE THE ACCIDENT HAPPEN? No	

CARS INVOLVED IN ACCIDENT

NO.	MAKE AND YEAR	DIRECTION ON WHAT STREET OR HIGHWAY	DRIVER'S NAME	SPEED (MPH)
1				
2				
3				

DESCRIBE IN YOUR OWN WORDS WHAT HAPPENED

Did not see accident, I came upon scene almost immediately after accident. My only involvement with this accident was the giving of First Aid to the Injured person in the Ford Sedan. As soon as the Police officer arrived, I placed some flares to warn oncoming traffic.

WHO, IN YOUR OPINION, WAS AT FAULT AND WHY?

WAS THERE ANY VIOLATION OF SPEED OR TRAFFIC LAWS?

IF SO, BY WHOM?

WAS THERE ANY EVIDENCE OF INTOXICATION?

IF SO, BY WHOM?

405062—12-66

PLEASE NOTE OTHER SIDE

WERE ANY REMARKS [illegible]DE BY PARTIES CONCERNED IN THE ACCIDENT A[illegible] WHO WAS TO BLAME?

WAS ANYONE INJURED? | IF SO, IN WHICH CAR?

NAME(S) OF INJURED

OTHER WITNESSES

NAME	ADDRESS

PLEASE SHOW ON DIAGRAM LOCATION OF VEHICLES OR PERSONS CONCERNED IN THE ACCIDENT; GIVE STREET NAMES, DIRECTIONS, AND LOCATIONS OF OBJECTS CONCERNED AND HOW ACCIDENT HAPPENED.

INDICATE DIRECTIONS (N.E.S.W) ON ARROW

DATE	ADDRESS
November 4, 1977	P.O. Box 31, Burns, OR. 97720

SIGNATURE Joe D Hays

ADD ANY FURTHER REMARKS YOU MAY WISH TO MAKE IN CONNECTION WITH ACCIDENT

Sept 26, 1977

At about 6 45 PM ± I was returning from Burns Junction to the Crane area, I came upon an injury accident, I stopped to give assistance in first aid. One subject had broken arm & possibly broke collar bone. I had him sit down and leaned him against State car which I had pulled off the road up on the cut banks. 2nd subject was partially bandage for a cut on the large muscle of the thumb right hand palm. I applied compress to oozing cut in hand to control bleeding. This subject was up and about, I checked to see if he had other apparent injuries. To the west being E/bound thru accident scene, I had one Albertson truck attempt to relay via C.B. to a State Police office unit west of the site. State Police officer showed up shortly, at which time, I spread some flares along roads. While spreading flares, I noted that the westbound vehicle (Sedan with injured men) had evidently left the paved surface on right side southbound @ Sta 2884, made marks in shoulder for about 250 ft ended up on Rt Side of Highway 237 & 125. Evidently Vehicle #1 came back into Vehicle #2 Tail of #1 striking Rt side of bumper (front) & Kinking Rt front fenders.

I did not get any witness names, name of investigating officer, etc

Vehicle #2 gave all his info to State Police (47-19). They will furnish copy of his report to Burnett's office

Vehicle #2 driver did request my name address as one giving first assistance for the report.

Vehicle #2 was an Ida Cal truck otherwise that I have no further info.

I am making 3 copies of this statement, One I will give Kath Lane Inspector on Job so he might make whatever additional investigation.

One I will leave in the Crusher Lab shack for P.F. Burnett

One I am taking back to my home office in Burns.

Jas D Klages
Ida E. I

8533

8

POBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 1, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews,
Gen. Loan Officer

Re: J.C. Compton Company

Safekeeping receipt 152207 for savings certificate 333539 maturing November 25, 1977 for $50,000 has been received.

This increases the deposit for contract 8482 from $13,000 to $40,000 and for contract 8533 from $27,000 to $50,000.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head.
R. Church
C.W. Barrett, Jr.

RECEIVED
OCT 31 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

#8533

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-27-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F 87(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70114

COUNTY NAME
Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
5-477	10-6-77	Primary 87 / Secondary 456

GENERAL LOCATION:
"Burns Junction - Crooked Creek Section"

GENERAL DESCRIPTION OF WORK:
Relocate Roadway signs by STate Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRIUCTION - ADVERTISE FOR RECEIPT OF BIDS

XX CONSTRIUCTION - PROCEED ON AN AGREED ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 4 at a total estimated cost not toexceed $1,500 Federal Funds $1,300

NOTED T. D. Swan 11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON STATE HIGHWAY DIVISION

TO: W. E. Schwartz, Regional Engineer

8533 TRA-4-1 9

SUBJECT: Accident 9-26-77 Burns Jct.-Crooked Creek 8533 123-1051

FROM: P. F. Burnett, Resient Engineer

DATE: November 4, 1977

I am enclosing copies of Accident Report dated September 26, 1977 along with Witness report of Accident to Firemans' Fund Insurance,

The original of the Witness ~~&~~ Report of Accident was mailed to

Fireman's Fund Insurance Companies
P.O. Box 3825
Portland, Oregon 97208.

A check was made with Liability Claims Division before this report was submitted, they advised me to send it in ~~K~~, as I was not a witness.

Keasey ... Bond ... Jackmond ... Hopkins ... Johnson ... Inloes ... Pouting ... Richards ... Glenn ... Berg ... Church ... Weiner ...

RECEIVED NOV 10 1977 COMMISSION SECTION

P. F. Burnett, Resident Engineer

by

(SIGNATURE)

cc: H.S.Coulter 11-17-77

PLEASE REPLY HERE

NOTED H.S. COULTER

RECEIVED STATE HWY ENGR NOV 18 '77

REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Act | File

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

WITNESS REPORT OF ACCIDENT

CLAIM NUMBER: B830A456223/Jane Black

NAME	AGE	TELEPHONE NUMBER
Jce F. Hoyse, P.O. Box 31, Burns OR 97720	52	~~573-2437~~
EMPLOYER'S NAME AND ADDRESS		TELEPHONE NUMBER
Oregon State Highway Division, 102 W. Monroe, Burns OR		573-2454
WHERE WERE YOU AT TIME OF ACCIDENT?	WHERE DID ACCIDENT OCCUR?	DATE AND HOUR
Burns Jct	.03 mile SO Intersect. OR78&US95	9-26-77 6:45 PM.
HOW FAR WERE YOU FROM SCENE OF ACCIDENT?	DID YOU SEE THE ACCIDENT HAPPEN?	
0.3 mile	No	

CARS INVOLVED IN ACCIDENT

NO.	MAKE AND YEAR	DIRECTION ON WHAT STREET OR HIGHWAY	DRIVER'S NAME	SPEED (MPH)
1				
2				
3				

DESCRIBE IN YOUR OWN WORDS WHAT HAPPENED:

Did not see accident, I came upon scene almost immediately after accident. My only involvement with this accident was the giving of First Aid to the Injured persons in the Ford Sedan. As soon as The Police officer arrived, I placed some flares to warn on coming traffic.

WHO, IN YOUR OPINION, WAS AT FAULT AND WHY?

WAS THERE ANY VIOLATION OF SPEED OR TRAFFIC LAWS?	IF SO, BY WHOM?
WAS THERE ANY EVIDENCE OF INTOXICATION?	IF SO, BY WHOM?

405062—12-66

PLEASE NOTE OTHER SIDE

WERE ANY REMARKS MADE BY PARTIES CONCERNED IN THE ACCIDENT AS TO WHO WAS TO BLAME?

WAS ANYONE INJURED?

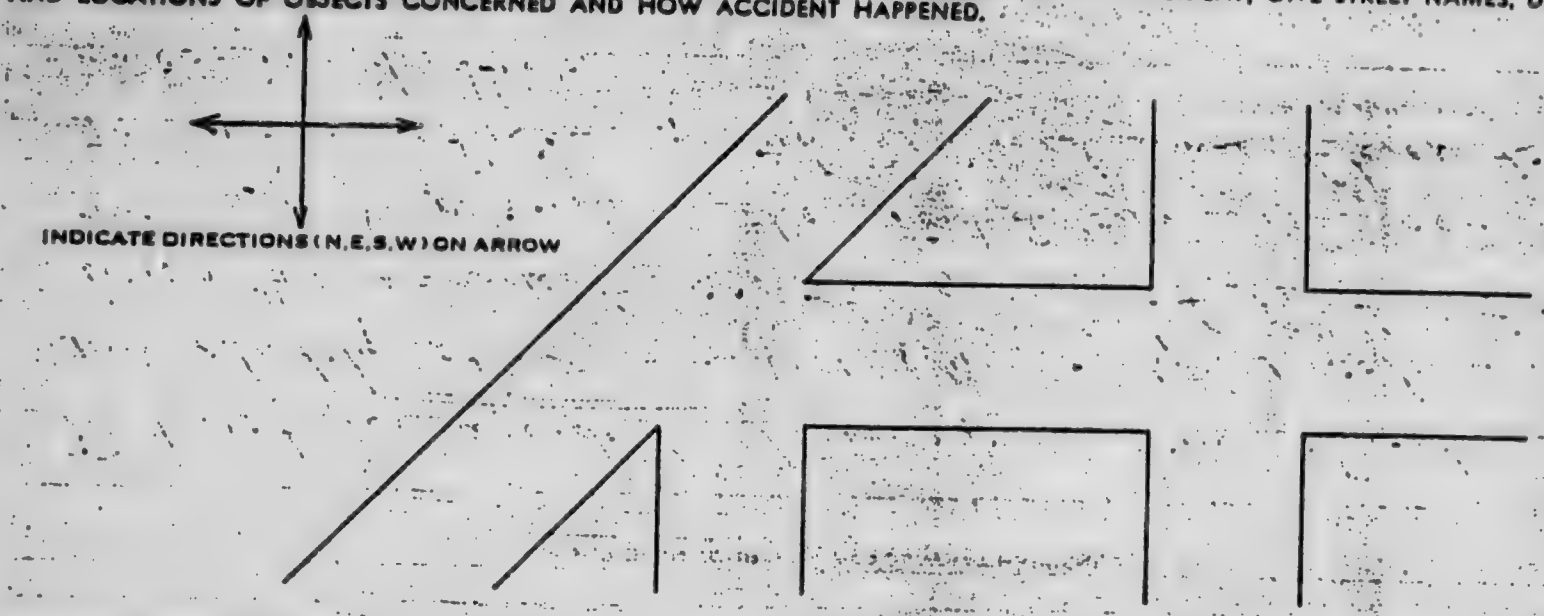
IF SO, IN WHICH CAR?

NAME(S) OF INJURED

OTHER WITNESSES

NAME	ADDRESS

PLEASE SHOW ON DIAGRAM LOCATION OF VEHICLES OR PERSONS CONCERNED IN THE ACCIDENT; GIVE STREET NAMES, DIRECTIONS, AND LOCATIONS OF OBJECTS CONCERNED AND HOW ACCIDENT HAPPENED.



INDICATE DIRECTIONS (N.E.S.W.) ON ARROW

DATE	ADDRESS
November 4, 1977	P.O. Box 31 Burns, OR. 97720

SIGNATURE Joe D Hayes

ADD ANY FURTHER REMARKS YOU MAY WISH TO MAKE IN CONNECTION WITH ACCIDENT

Sept 26, 1977

At about 6[45] PM ± I was returning from Burns Junction to the Crusher site, I came upon an injury accident, I stopped to give assistance in first aid. One subject had broken arm & possibly broken collar bone, I had him sit down and leaned him against State car which I had pulled off the road up on the cut banks. 2nd subject was partially bandage for a cut on the large muscle of the thumb right hand palm. I applied compress to oozing cut in hand to control bleeding. This subject was up and about, I checked to see if he had other apparent injuries. Traffic was being filtered thru accident scene, I had an Albertson truck attempt to relay via C.B. to a State Police officer that was south of the site. State Police officer showed up shortly, at which time, I spread some flares along road.

While spreading flares, I noted that the 1st vehicle (Sedan with injured men) had evidently left the paved surface on right side South Bound @ Sta 2884, made marks in shoulder for about 250 ft ended up after apparently rolling over on Lt Side of Highway 287+25. Evidently Vehicle #1 some how hit Vehicle #2 Truck full trailer breaking Lt side of bumper (front) & Knocking Lt front fender.

I did not get any witness names, names of investigating officers etc

Vehicle #2 gave all his info to State Police (47-19) They will furnish copy of his report to Burnett's office

Vehicle #2 driver did request my name address as one giving first assistance for the report.

Vehicle #2 was an Ida Cal truck other then that I have no further info.

I am making 3 copies of this statement, One I will give Kath Lane Inspector or Job so he might make whatever additional investigation.

One I will leave in the Crusher Lab shack for P.F. Burnett

One I am taking back to my home office in Burns.

Joe D Haigh
H.E.I

TRAFFIC ACCIDENT REPORT — POLICE

STATE OF OREGON ☐FATAL ☒INJURY ☐PROP. DAMAGE Dept. Oregon State Police City N/A County Malheur Page 1 of 1 Pages

Case No.

Classification:

1. ACCIDENT INVOLVED: ☒ One Other MV ☐ Two or More MV's ☐ Pedestrian ☐ Motorcycle ☐ Bicycle/Tricycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Other ☐ City, County, State Property Damaged Describe:

COMPUTER ENTRY: Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

Distribution:

2. Date Occurred: Sept. 26, 1977 | 3. Time Occurred: 7:50 ☐AM ☐PM

ACCOMPANYING REPORTS: Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Persor. ☐ Continuation ☐

4. Reported Date: Sept. 26, 1977 | 5. Reported Time: 7:55 ☐AM ☒PM

Do Not Write In This Space

6. Location of Occurrence (Route No. or Name): U.S. Hwy 95

7. At Intersection of (Route No. or Name)

8. If not at Intersection ☐ Feet .3 ☒ Miles N ☐ S ☒ E ☐ W ☐ (Intersecting highway or street, landmark or house no.): S.R. Hwy 78

9. Mile Post: 66.9

10. .3 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City: Burns Jct.

INJURY CODE: (Mark the first one that applies) K — DEAD BEFORE REPORT MADE A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc. B — NONINCAPACITATED — Lump, Abrasions, Cuts C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping D — NO APPARENT INJURY

SEAT BELT CODE: None Installed – O; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

DR	11. FULL NAME (Last)	(First)	(Middle)	Computer #	12. Address	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
	OLIVERA,	PEDRO	RAVERA		Chula Vista Labor Camp, Wilder, Idaho	M	H	07-10-52	L	X	A

19. Operator License No.	20. Issuing State	21. Type (Specify)	22. Residence Phone	23. Business Phone
None			None	

Seat	24. Occupant's Name	Computer #	25. Address and Phone	Sex	Race	D.O.B.	Seat Belt	EJ.	Inj.
FR	OBREGON, FRANCISCO XAVIER		Chula Vista Labor Camp, Wilder, Idaho	M	H	03-13-57	L	X	A

32.	33.
40.	41.

48. Owner's Name and Address	49. Odometer Reading	59. Damage Scale	60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Driver	25,067	L&T - 7	Is Vehicle Drivable? ☐Yes ☒No

50. License No.	51. License State	52. License Year	53. Veh. removed by/to
20-11718	ID	78	Zatica Wrecker to their lot, Jordan Valley

54. Vehicle year	55. Make	56. Model	57. Body Style	58. Color
1965	Ford	Galaxie 500	4S	wht/black

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR	61. FULL NAME (Last)	(First)	(Middle)	Computer #	62. Address	Sex	Race	D.O.B.	Seat Belt	EJ.	Inj.
	THOMPSON,	JOHN	GEORGE		P.O. Box 5, Hereford, Oregon	M	W	10-03-48	LL		D

69. Operator License No.	70. Issuing State	71. Type (Specify)	72. Residence Phone	73. Business Phone
824271	OR	Driver-Chauffeur's	456-9409	

Seat	74. Occupant's Name	Computer #	75. Address and Phone	Sex	Race	D.O.B.	Seat Belt	EJ.	Inj.
RC	MORGAN, WILLIAM JOH		2922 Georgia St., Caldwell, Idaho	M	W	12-26-50	0		D

82.	83.
90.	91.

98. Owner's Name and Address	99. Odometer Reading	109. Damage Scale	110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
IDA-CAL FREIGHT LINES, INC., PO Box M, Nampa, Idaho	700,947	LFQ-1	Is Vehicle Drivable? ☒Yes ☐ No

100. License No.	101. License State	102. License year	103. Veh. removed by/to
43502 5042GB	ID	77	Driver

104. Vehicle year	105. Make	106. Model	107. Body Style	108. Color
73	Kenworth Arlno	Tractor Tlr	Conven Van	blk/whi Silver

111. Actions Taken (Citations, etc.) Oper. Unit #1 Cited for Careless Driving

112. Primary Cause

113. Secondary Cause

Reporting Officer(s) 191-47 L. C. Beanizo, Trooper A.C. Beanizo

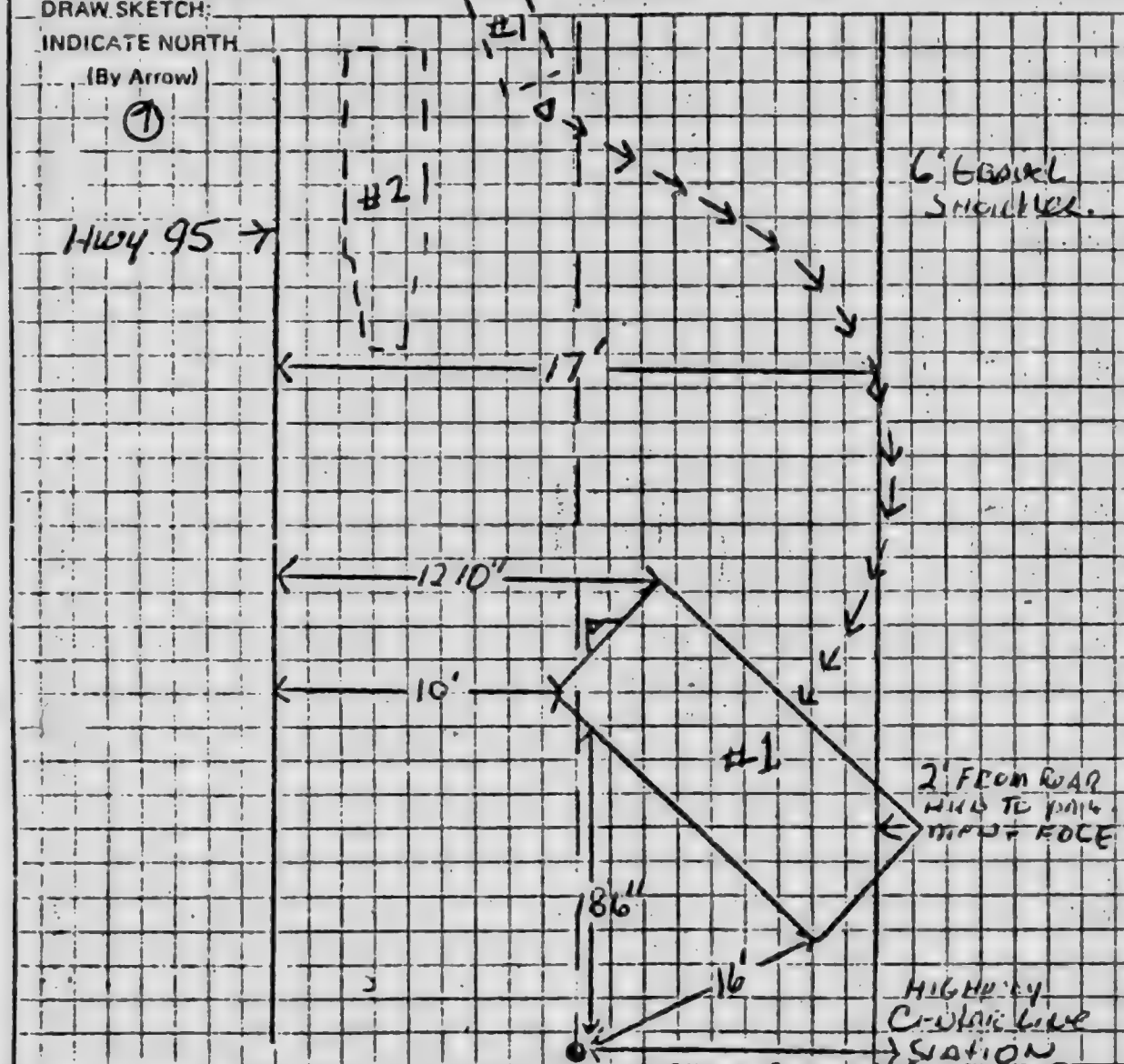
Prec./Div.	Relief/Shift	Assn./Dist.	R/C Times	ARR:	CLR:	Approved by:

114.Weather(x) one	115. Road Cond.(x) one	116.Light Cond(x)one	117. Unit 1 Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☒ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☒ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☐ DAYLIGHT ☒ ~~DAWN~~ or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to Impact (ft.) Unk 0 Distance Travel'd after impact (ft) Unk N/A Stated spd. before Impact (MPH) Unk 50 Designated speed for area (MPH) 55 55	☒ YES ☐ NO Describe: Construction Next 11 Miles sign at MP 65	Writer and bystanders INJURED TAKEN TO: Caldwell Memorial Hospital, Caldwell, Idaho BY: Jordan Valley Ambulance

WITNESSES: NAME None RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:
INDICATE NORTH (By Arrow)



Photographs were taken of the scene and are forwarded to CHQ under separate cover.

TO: Teletype 0035 CI.0 9-2-77 to Headquarters, SP Baker and SP Milwaukie.

Passenger in Unit #2 had no statement to make as he was in the sleeper, sleeping at the time of the accident.

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

The highway at the scene is straight and level with no obstructions to vision. The road surface is under construction and is rough and pitted. The pavement edges on both sides are irregular and raised above the gravel shoulder. The shoulders are presently under construction and are approximately six ft. in width. Unit #2 was southbound and was being passed by Unit #1. Unit #1 dropped the left front wheel over the left shoulder and lost control. It then came back up onto the highway and clipped Unit #2 on the left front corner. Unit #1 then began to swerve back and forth across the highway and then rolled over an undetermined number of times, throwing both occupants out of the vehicle onto the pavement. Writer was unable to determine where Unit #1 actually left the roadway the first time, and there were no skid marks in evidence. Unit #2 did not leave the roadway and was ordered removed from the highway by writer prior to starting the investigation.

Operator of Unit #1 and Passenger of Unit #1 both stated in substance that they could only remember starting to pass the truck.

Operatorof Unit #2 stated in substance that he was southbound at 55 mph and had just rounded the curve at Burns Junction when he first noticed Unit #1 starting to pass him. He saw Unit #1 go off onto the left shoulder while still to the rear of his trailer and lose control. At this time he began to slow to get out of the way. He then lost sight of Unit #1 and did not see him again until he hit the left front corner of the truck-tractor. Unit #1 then swerved back and forth from shoulder to shoulder in front of him at least twice before beginning to roll over. Unit #1 rolled sideways at least twice and he saw both occupants thrown out of the driver's side onto the pavement. It appeared to him that the operator of Unit #1 never applied his brakes to regain control, it appeared that he was ac-

SUPPLEMENTAL IS REQUESTED:

#2018

8533

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Burns Jct. - Crooked Cr.	WEEK ENDING: September 24, 1977
		SECTION PREFIX: 123-1051
	HIGHWAY: I.O.NL	COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J.C. Compton	CONTRACT NUMBER: ~~8553~~ 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 20 SUPERVISION: 3	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125CWD	CALENDAR DAYS USED 91 CWD
PROJECT AUTHORIZATION: $1,133,473.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 78
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 43
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871.00	This Week 3,763 ENGINEERING COST TO DATE $38,553	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 41
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 48 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	95	95	73	0	91		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	11.17	11.17			0
MILES COMPLETED	10.50	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	46,335 cy	61,000 ton	104,960 ton		0
AVERAGE DAILY QUANTITIES	495 cy	1,400 ton	2,192 ton		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	92 cy	848 ton	406 ton		1,278 ton
NUMBER OF SHIFTS PER DAY	1	1	2		0
HOURS PER SHIFT	12	12	10		0

EQUIPMENT USED DURING THE WEEK:
3-dozers, 3-loaders, 1-roller, 2-blades, 1-scraper, 3-trucks, 2-water trucks, 1-pilot car, 1-crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Ptly Cldy	1		
MONDAY 19	Cldy- Rain	1		
TUESDAY 20	Ptly Cldy	1		
WEDNESDAY 21	Ptly Cldy	1		
THURSDAY 22	Fair	1		
FRIDAY 23	Ptly Cldy	1		
SATURDAY 24		1		

Routing
Kessey K
Bond B
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
SEP 26 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No Activity
MONDAY 19	Grading in vicinity of Crooked Creek Hauling 2"–0 base rock and ¾"–0 levelling course from Crooked Creek to S. end of project Crushing paving aggregate all week
TUESDAY 20	Gra ding near Crooked Creek Hauling 2"–0 Base rock and ¾"–0 levelling course from crooked creek to S. end of project.
WEDNESDAY 21	Completing grading in rock cuts between crooked creek and Burns Jct. Hauling base rock and levelling course from Crooked Creek to S. end of project.
THURSDAY 22	Grading in rock cuts between crooked creek and N. end of project Hauling base rock to grading area as completed. Hauling levelling course from Crooked Creek to S. End of project.
FRIDAY 23	Hauling base rock and levelling course from Crooked Creek toward Burns Jct.
SATURDAY 24	Hauling base rock and levelling course from Crooked Creek toward Burns Jct.

REMARKS

Dale Allen, Region Const. Engineer and Gordon Cochran, Region Geologist on project Tuesday P.M.

Anticipated Next Week:

Finish grading
Haul and place both 2"–0 base rock and ¾"–0 levelling course
Complete crushing

SIGNED Thomas E Burnes for P.F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8533

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FORM 91-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct.-Crooked Creek		WEEK ENDING: September 17, 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct.-Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87 (1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 20 SUPERVISION: 3	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 91
PROJECT AUTHORIZATION: $1,133,473.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 73
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 36
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871.00	This Week 5,786.00 ENGINEERING COST TO DATE $34,790.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 34
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 43 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	90	90	64	0	81		

	GRADING	SURFACING	MAINTENANCE STOCKPILE	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	11.17	11.17			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 CY	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 CY	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	44,541 CY	54,000 ton	94,000 ton		0
AVERAGE DAILY QUANTITIES	990 CY	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	146 CY	879 ton	645 ton		1,015 ton
NUMBER OF SHIFTS PER DAY	1	0	2		0
HOURS PER SHIFT	12	0	10		0

EQUIPMENT USED DURING THE WEEK: 3 dozers, 3 loaders, 1 roller, 2 blades, 1 scraper, 3 trucks
2 water trucks, 1 pilot car , 1 crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Ptly Cldy	1		
THURSDAY	Fair	1		
FRIDAY	Fair	1		
SATURDAY	Fair	1		

Routing: Kinney, Richards, Bard, Church, Cramer, Widmer, Infloes

RECEIVED
SEP 19 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Removing guar rail at Crooked Creek. Grading in vicinity of Crooked Creek. Converting crusher to produce A.C. Aggregate.
TUESDAY	Removing guard rail at Crooked Creek. Grading in high fill at Crooked Creek. Crushing paving aggregate - three sizes.
WEDNESDAY	Grading at Crooked Creek. Crushing paving aggregate in three sizes.
THURSDAY	Grading at Crooked Creek. Started construction of guard rail at Crooked Creek. Crushing paving aggregate.
FRIDAY	Grading at Crooked Creek and between Crooked Creek and Burns Jct. Installing Guard Rail at Crooked creek. Crushing paving aggregate.
SATURDAY	Guard Rail Construction. Finishing grade, hauling base rock and levelling [redacted] course between Crooked Creek and Bunrs Jct.

REMARKS

Dave Carter, FHWA Area Engr. on project Wed. PM.

Anticipated Next Week:
Continue crushing AC aggregate
Finishing grade, hauling and placing 2"-0 and 3/4"-0 base between Crooked Creek and N End of project.
Work on guard rail

SIGNED P. F. Burnett LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

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8533

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct.-Crooked Creek		WEEK ENDING: Sept. 10 , 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct.-Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 25 SUPERVISION: 3	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 84
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 67
PROJECT AUTHORIZATION: $1,133,473.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 32
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	This Week 3,700.00 ENGINEERING COST TO DATE $29,004.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 30
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 36 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	85	80					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	11.17	11.17			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 C.Y.	83,900 Ton			34,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 C.Y.	83,900 Ton			34,500 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	39,570 C.Y.	54,000 Ton			0
AVERAGE DAILY QUANTITIES	1,000 C.Y.	2,000 Ton			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	32[illegible] C.Y.	850 Ton			760 Ton
NUMBER OF SHIFTS PER DAY	1	1			0
HOURS PER SHIFT	12	12			0

EQUIPMENT USED DURING THE WEEK: 3- Dozers, 3- Loaders, 1-Roller, 2 Baldes, 1-Scraper, 5 Trucks, 1-Water Wagon, 1-Pilot Car 1 Crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		Shutdown ordered for Holiday
MONDAY	Fair	0		" "
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		
THURSDAY	Fair	1		
FRIDAY	Fair	1		
SATURDAY	Fair	1		

Routing
Keesey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glen
Berg
Church
Gebauer
Widmer

RECEIVED
SEP 18 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Work - Holiday
TUESDAY	Finishing base from Crooked Creek toward S end of project. Hauling and placing 2"-0 and 3/4"-0 Base material. Contractor moving crushing plant.
WEDNESDAY	Grading in heavier excavation areas . Haled some base rock to protect traffic from vertical edge. Crusher started about noon, Material not in specs.
THURSDAY	Grading and hauling base rock. Crusher running two shifts, material in specs part of 2nd shift.
FRIDAY	Grading and hauling base roc k. Crusher running two shifts.
SATURDAY	Grad ng and hauling base rock.

REMARKS

Anticipated Next week:

Crushing all week
Finish grade - Haul Base Rock
Haul and place 3/4-0 Base

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

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8533

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct.-Crooked Creek	WEEK ENDING: ~~September 3, 1977~~	SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.	COUNTY: Malheur	
NAME OF JOB: Burns Jct.- Crooked Creek	KIND OF WORK: Grading and paving	
CONTRACTOR: J.C. Compton	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 30 SUPERVISION: 3	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 C/D	CALENDAR DAYS USED 79
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 63
PROJECT AUTHORIZATION: $1,133,473.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 33
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	Cost this Week 3,485 ENGINEERING COST TO DATE $25,304	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 31
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 31 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	0	70	52	0	45		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	11.17	11.17			10.17
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	34,625 cy	43,970 ton	52,300 ton		0
AVERAGE DAILY QUANTITIES	2,725 cy	3,595 ton	2,860 ton		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	323 cy	868 ton	1,383 ton		750 ton
NUMBER OF SHIFTS PER DAY	1	1	2		0
HOURS PER SHIFT	12	12	10		0

EQUIPMENT USED DURING THE WEEK:
3-Dozers, 3- loaders, 1- Roller, 2- Blades, 1- Scraper, 7- Trucks, 2- Water wagons, 1- Pilot car, 1- Crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Cldy	1		
MONDAY 29	Fair	1		
TUESDAY 30	Cldy	1		
WEDNESDAY 31	Ptly Cldy	1		
THURSDAY 1	Fair	1		
FRIDAY 2	Fair	0		Shutdown order for holiday
SATURDAY 3		0		" " " "

Routing: Kensey, Bond, Johnson, Inloes, Richards, Glynn, Berg, Church, Ordnance, Widmer

RECEIVED
SEP 6 1977
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No Activity
MONDAY 29	Crusher run steady producing 2"-0 material Grading on right side 2651+70 to 2760 Worked on cut at 2607 Dressing slopes and fills 2460 to 2540 Lt. and Rt. Hauling and placing base material
TUESDAY 30	Crusher run steady producing 2"-0 material Grading 2615+50 to 2651+70Lt~~xx~~ & 2574+50 to 2591+50 Lt. Hauling and placing base material
WEDNESDAY 31	Crusher run steady producing 2"-0 material Grading 2527 to 2542 Lt. and 2578 to 2607 Rt. Hauling and placing base material
THURSDAY 1	Crusher run steady producing 2"-0 material Grading throughout project Hauling and placing base material throughout the project Worked cut at 2604
FRIDAY 2	Completed producing 2"-0 material No grading of aggregate placement do to holiday
SATURDAY 3	No Activity

REMARKS

Anticipated next week:
Crusher will start production of A.C. aggregate and $\frac{3}{4}$-0
Finishing 2"-0 base rock haul
start placing $\frac{3}{4}$-0 leveling course

SIGNED P.F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8533

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Burns Jct.- Crooked Creek	WEEK ENDING: August 27, 1977
		SECTION PREFIX: 123-1051
	HIGHWAY: I.O.N.	COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grdding and Paving	
CONTRACTOR: J.C. Compton	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125CWD	CALENDAR DAYS USED 74
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 59
PROJECT AUTHORIZATION: $1,133,473.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 18
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION: $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 18
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	This Week 3,748 ENGINEERING COST TO DATE: $21,819	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 27 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
50	0	42	31		28		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	11.00	11.00			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 tons	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 tons	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,000 cy	25,993 ton	38,000 ton		0
AVERAGE DAILY QUANTITIES	3,000 cy	3,419 ton	5,600 ton		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	558 cy	1,135 ton	1,528 ton		676 ton
NUMBER OF SHIFTS PER DAY	1	1	2		0
HOURS PER SHIFT	12	12	10		0

EQUIPMENT USED DURING THE WEEK:

2-Dozers, 1- Roller, 1- Compressor, 2- Loaders, 7- Trucks, 1- Scraper, 2- Blades, 2- Water Trucks, 1- Pilot Car, 1- Crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Fair	1		
MONDAY 22	Fair	1		
TUESDAY 23	Cldy	1		
WEDNESDAY 24	Cldy- Rain	1		
THURSDAY 25	Cldy- Rain	1		
FRIDAY 26	Cldy	1		
SATURDAY 27		1		

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glahn
Berg
Church
Gebauer
Widmer

RECEIVED
AUG 29 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 21	No Activity
MONDAY 22	Crusher running steady producing 2"-0 material Grading from just North of Crooked Creek toward Burns Jct. on right side. Also hauling & placing base aggregate.
TUESDAY 23	Crusher running steady producing 2"-0 material Grading from just North of Crooked Creek toward Burns Jct. Also hauling & placing base a ggregate.
WEDNESDAY 24	Crusher running steady producing 2"-0 material Grading from Burns Jct. toward North end of Project. Drilling backslope and ditch line in some of shallow rock cuts Hauling and placing base rock in same area.
THURSDAY 25	Crusher running steady producing 2"-0 material. Grading on right side completed to North end of Project. Started grading on left side from North end of Project toward Burns Jct. Hauling and placing base rock in same area.
FRIDAY 26	Crusher running steady producing material Grading completed on left side back to Burns Jct. and started grading toward Crooked Creek from Burns Jct. Hauling and placing Base Rock
SATURDAY 27	Anticipate grading and hauling base rock to approx. 2 miles South of Burns Jct. on Left side of Highway.

REMARKS

Anticipated next week:
Should finish crushing 2"-0 Base Rock.
Grading and Base rock haul from Burns Jct. to Crooked Creek.

SIGNED P.F. Burnett LOCATION Ontario

P.F. Burnett

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct. - Crooked Creek		WEEK ENDING: August 19, 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 18 SUPERVISION: 3	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 67 CWD
PROJECT AUTHORIZATION: $1,133,473.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 54
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	Cost this week 3,614 ENGINEERING COST TO DATE $18,071	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 10
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 22 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
20	0	12	11	0	9		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6000 cy	8,900 ton	10,000 ton		0
AVERAGE DAILY QUANTITIES	1,200 cy	1,780 ton	2,000 ton		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	749 cy	1,826 ton	1,826 ton		595 ton
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK: 2 Dozer, 2 Loaders, 1 Blade, 1 Water Wagon, 1 Compressor, 1 Crusher and Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Fair	1		
MONDAY 15	Fair	1		
TUESDAY 16	Fair	1		
WEDNESDAY 17	Overcast	1		
THURSDAY 18	Fair	1		
FRIDAY 19	Fair	1		
SATURDAY 20		1		

RECEIVED AUG 22 1977

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	Contractor grading from Crooked Creek toward south end of project. Also hauling 2" - 0 base rock. Crusher running steady all day. Didn't start 2nd shift on crusher.
TUESDAY 16	Contractor grading from Crooked Creek toward south end of project. Hauling 2" - 0 base rock. Crusher broke down in Middle P.M. didn't start 2nd shift. Moved water pump to crossing of Crooked Creek ~~xxx~~ 5 1/2 miles east of Burns Jct.
WEDNESDAY 17	Plant ran smoothly all shift only minor delays mostly due to flat material in quarry plugging jaw and cone. Scalping after primary crusher. Grading from send of job toward Crooked Creek - Hauling base rock.
THURSDAY 18	Started 2nd shift on crusher. Grading from south end of project toward Crooked Creek. Hauling base rock.
FRIDAY 19	Crusher running steady, good production. Grading from south end of project toward Crooked Creek. Also hauling ase rock.
SATURDAY 20	Crushing shift ended 5:30 AM (Anticipated)

REMARKS

Bob Hatch Subcontractor for grading, on project Monday and Tuesday. Due to misunderstanding on water rights, contractor had to move water pump to crossing of Crooked Creek between Burns Jct. and Jordan Valley.

Dale Allen, Region Const. Engineer, was over project Thursday of this week.

Anticipated Next Week: Continue grading. Crusher Running 2 shifts 5 days. Hauling and placing base rock.

SIGNED P.F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8533

8

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct. - Crooked Creek		WEEK ENDING: August 12, 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 60 CWD
PROJECT AUTHORIZATION: $1,133,473.73	SPECIFIED COMPLETION DATE [illegible]	PERCENT OF TIME ELAPSED: 48
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION: $ 80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,052,871	Cost this week 2,256 ENGINEERING COST TO DATE: $ 14,457	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 18 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0		0
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	495 cy	839 ton	1,160 ton		345 ton
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK: 1 Bulldozer, 1 Compressor, 1 988 Loader, 1 Air Track Drill, 1 Water Wagon, 1 12# Blade and crushing plant

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Fair	1		
MONDAY 8	Fair	1		
TUESDAY 9	Fair	1		
WEDNESDAY 10	Fair	1		
THURSDAY 11	Fair	1		
FRIDAY 12	Fair	1		
SATURDAY 13		1		

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlees
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
AUG 15 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No Activity
MONDAY 8	Drillign started on rock cuts. Setting up crushing plant.
TUESDAY 9	Corrected and reinstalled signs for project. Drilling rock cuts. Started grading near crooked creek. Setting up crushing plant.
WEDNESDAY 10	Drilling rock cuts. Grading from south end of project to Crooked Cr.
THURSDAY 11	Drilling rock cuts. Grading from south end of project to Crooked Cr. Crusher started - spent day getting in specs. Producing 2" - 0 and 3/4 - 0 Aggregate Base.
FRIDAY 12	Drillign rock cuts. Grading from south end of project to Crooked Creek. Crusher running most of day. Material in specs. - plan to run 3 shifts ~~XXXXXX~~ starting Monday of next week.
SATURDAY 13	No Activity

REMARKS

Anticipated Next Week: Crushing palnt running 3 8 hour shifts. Grading work throughout project limits hauling and placing aggregate base.

SIGNED P.F. Burnett
P.F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8533

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct. - Crooked Creek		WEEK ENDING: August 5, 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J.C. Compton	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 125 CWD	CALENDAR DAYS USED: 53 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 42
PROJECT AUTHORIZATION: $1,133,473.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION: $80,602.58	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	Cost this week 487	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
	ENGINEERING COST TO DATE: $12,207	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 15 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,469 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0		0
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	495 cy	839 ton	1,160 ton		345 ton
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31	Fair	1		
MONDAY 1	Fair	1		
TUESDAY 2	Fair	1		
WEDNESDAY 3	Fair	1		
THURSDAY 4	Fair	1		
FRIDAY 5	Overcast	1		
SATURDAY 6		1		

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inlows — Widmer

RECEIVED
AUG 8 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 31	No Activity
MONDAY 1	No Activity on this project except as noted in remarks
TUESDAY 2	No Activity
WEDNESDAY 3	No Activity
THURSDAY 4	No Activity
FRIDAY 5	No Activity
SATURDAY 6	No Activity

REMARKS

Contractor moving in grading equipment during this week - also moving in crushing plant.

Anticipate next week: Will set up crushing plant and should be in production by the end of the week. Grading will start the first part of week.

SIGNED F.F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8533

Form 81-734-1100 (Rev. 8-75)

1-P

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Burns Jct. - Crooked Creek Date August 1, 1977, 1977

Highway I.O.N. Contract No. 8533

County Malheur Prefix 123-1051

Contractor J.C. Compton Co. F. A. Project No. F-87(1)

Address P.O. Box 86, McMinnville, Oregon 97128 Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Document change in pay tickets (material reciepts) for items that are paid by weight. To write just one material reciept per shift. Weigh memos will be issued for each load and street inspector will sign & note station placed on ticket throughout project limits.

Locations by station numbers:

Names of pay items, estimated quantities and agreed prices:

Document the elimination of material reciepts for each load - write one ticket per item per shift. There will be no change in unit price on items handled this way.

Specifications, basis of measurement and other provisions:

The agreement documentory only. To eliminate writing individual material reciepts for each delivery of items paid by weight. This agreement has no effect on unit prices on items handled this way.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 1,133,474
Present estimate of project cost, including $ 0.00 for work under this order	$ 1,133,474
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: P.F. Burnett, Resident Engineer

Approval Recommended: REGIONAL CONSTRUCTION Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor

J.C. Compton Co.

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

8-23-77

SP*79803-734

Ltr approval recommended 8-30-77 mtz

8533

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct. - Crooked Creek		WEEK ENDING: July 29, 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J. C. Compton	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 46 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 37
PROJECT AUTHORIZATION: $1,133,473.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	Cost this week 508 ENGINEERING COST TO DATE $11,714	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 15 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0		0
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	495 cy	839 ton	1,160 ton		345 ton
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Pt. Cloudy	1		
MONDAY 25	Fair	1		
TUESDAY 26	Fair	1		
WEDNESDAY 27	Fair	1		
THURSDAY 28	Fair	1		
FRIDAY 29	Fair	1		
SATURDAY 30		1		

Routing

Keasey — Richards
Bland — Glenn
Jackmond — Berg
Hopkins — Church
Johnsen — Gebauer
Inloes — Widmer

RECEIVED
AUG 1 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Activity
MONDAY 25	No Activity
TUESDAY 26	No Activity
WEDNESDAY 27	No Activity
THURSDAY 28	No Activity
FRIDAY 29	No Activity
SATURDAY 30	No Activity

REMARKS

Anticipated Next Week - Contractor move in and set up crushing plant.

SIGNED P.F. Burnett
P.F. Burnett, Res. Engr.

LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8533

Form 81-734-1180 (Rev. 8-73)

1-P

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Burns Jct. - Crooked Creek Date July 27, 19 77

Highway I.O.N. Contract No. 8533

County Malheur Prefix 123-1051

Contractor J.C. Compton Co. F. A. Project No. F-87(1)

Address P.O. Box 86, McMinnville, Ore. 97128 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Reimburse contractor for on - the - job training in accordance with the contract special provisions.

Locations by station numbers:

Throughout the project.

Names of pay items, estimated quantities and agreed prices:

One Trainee - 1,000 hours at 80 cents an hour = $800.00

Specifications, basis of measurement and other provisions:

Contractor shall submit to the Engineer, for his approval, a daily report setting forth the type and number of hours of training provided.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,133,473.73	
Present estimate of project cost, including $800.00 for work under this order	$1,133,473.73	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0 %	

Submitted by: P.F. Burnett, Resident Engineer

Signed ..... Contractor

Approval Recommended: ..... Division Engineer

J. C. Compton Co.

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*79603-734 MEL 8-10-77

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8533

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Burns Jct. - Crooked Creek		WEEK ENDING: July 22, 1977
		SECTION PREFIX: 123-1051
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB: Burns Jct. - Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J.C. Compton	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 125 CWD	CALENDAR DAYS USED 39 CWD
PROJECT AUTHORIZATION: $1,133,473.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 31
EXCLUSIVE OF ENGINEERING: $1,052,871.15	ENGINEERING AUTHORIZATION $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	Cost this week 216 ENGINEERING COST TO DATE $11,207	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 14 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.17	11.17			11.17
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,468 cy	83,900 ton	115,918 ton		34,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0		0
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	495 cy	839 ton	1,160 ton		345 ton
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Fair	1		
MONDAY 18	Fair	1		
TUESDAY 19	Fair	1		
WEDNESDAY 20	Fair	1		
THURSDAY 21	Fair	1		
FRIDAY 22	Cloudy	1		
SATURDAY 23		1		

Routing

Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
JUL 25 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No Activity
MONDAY 18	No Activity
TUESDAY 19	No Activity
WEDNESDAY 20	No Activity
THURSDAY 21	No Activity
FRIDAY 22	No Activity
SATURDAY 23	No Activity

REMARKS

No work anticipated till August first.

SIGNED P.F. Burnett

P.F. Burnett, Res. Engr.

LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8533

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Burns Jct. – Crooked Creek	WEEK ENDING: July 15, 1977
		SECTION PREFIX: 123-1051
	HIGHWAY: I.O.N.	COUNTY: Malheur
NAME OF JOB: Burns Jct. – Crooked Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 8533	FEDERAL AID PROJECT NUMBER: F-87(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: June 24, 1977	ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 125 CWD	CALENDAR DAYS USED: 32 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 26
PROJECT AUTHORIZATION: $1,133,473.73	ENGINEERING AUTHORIZATION: $80,602.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
EXCLUSIVE OF ENGINEERING: $1,052,871.15	Cost this week 460	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,052,871	ENGINEERING COST TO DATE: $10,990	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 14 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
	11.17	11.17			11.17
MILES IN PROJECT	0	0			0
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,468 cy	83,900 ton	115,918 ton		34,500 ton
TOTAL QUANTITIES CORRECTED TO DATE	0	0	0		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0		
AVERAGE DAILY QUANTITIES	495 cy	839 ton	1,160 ton		345 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Fair	1		
MONDAY 11	Fair	1		
TUESDAY 12	Fair	1		
WEDNESDAY 13	Fair	1		
THURSDAY 14	Fair	1		
FRIDAY 15	Fair	1		
SATURDAY 16		1		

Routing: Keasey, Bond, Jackmond, Harwood, Johansen, Wyland, Scofield, Giano, Berg

RECEIVED
JUL 18 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 10	No Activity
MONDAY 11	Two men loading holes in quarry.
TUESDAY 12	Two men loading holes in quarry.
WEDNESDAY 13	Two men loading holes in quarry. Contractor shot quarry in P.M.
THURSDAY 14	No Activity
FRIDAY 15	No Activity
SATURDAY 16	No Activity

REMARKS

No other work anticipated till August 1.

SIGNED P.F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8533 STATE CO.-Y 8

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-105	FEDERAL-AID PROJECT AGREEMENT	Oregon
	7-11-77	County Malheur
		Project No. F-87(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 95, 1.6 mi. E. of Jct. SR 78, S.W. 11.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5.4.77	11.174
OTHER *(Specify)*		

FUNDS Pro rata 85.09

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$1,130,886	$970,300

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 11 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 6, 1977

Federal Aid Project
No. F-87(1)

Burns Jct.-Crooked Cr. Section
I. O. N. Highway
Malheur County

Project Agreement Estimate

Type Code 6201			
Roadway (Sta. 2999+00 to Sta. 2409+00)			
Mobilization	All Required		$ 92,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	380 Sq. Ft.	5.00	1,900.00
Flagmen	2,000 Hour	1.00	2,000.00
Pilot Car	400 Hour	10.00	4,000.00
Clearing & Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	49,468 Cu. Yd.	1.65	81,622.20
Trench Excavation	15 Cu. Yd.	20.00	300.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	2,300 M-Gal.	7.50	17,250.00
3/4"-0' Aggregate Base	10,800 Ton	4.20	45,360.00
2"-0 Aggregate Base	73,100 Ton	3.70	270,470.00
Class "B" or Class "C" Asphalt Concrete Mixture	8,100 Ton	5.50	44,550.00
Class "C" Asphalt Concrete Mixture	10,200 Ton	5.50	56,100.00
Class "E" Asphalt Concrete Mixture	16,200 Ton	6.55	106,110.00
Asphalt Cement in Mixture	2,320 Ton	95.00	220,400.00
Portland Cement or Lime Additive in Class "E" Mixture	162 Ton	63.00	10,206.00
Asphalt in Tack Coat	40 Ton	150.00	6,000.00
12-inch Culvert Pipe	64 Lin. Ft.	10.00	640.00
18-inch Culvert Pipe	74 Lin. Ft.	15.00	1,110.00
Guard Rail, Type 2A	1,375 Lin. Ft.	7.00	9,625.00
Guard Rail Anchors, Type 2	4 Each	250.00	1,000.00
Rail End Pieces, Type B	2 Each	150.00	300.00
Extra for Asphalt Approaches	12 Each	15.00	180.00
Delineators	300 Each	15.00	4,500.00
			$ 997,623.00

Anticipated Items			
Temporary and Permanent Striping	All Required		$ 5,000.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees	All Required		800.00
Guard Rail and Blocks (St. Furn.)	All Required		809.00
			$ 7,609.00
	Subtotal		$1,005,232.20
	Engineering		125,653.80
	Total		$1,130,886.00

Length of Roadway - - - - - - - - 11.174 miles
Cost of Roadway Per Mile - - - $101,206.90

Work Retained in Program Status
(not included in totals below)

State Furnished Lab Building	All Required	$ 300.00
Relocate Existing Signs (S.F.)	All Required	1,500.00

Federal Funds (85.8%)	$ 970,300.00
State Funds	160,586.00
Total	$1,130,886.00

Group 1 100%
Contract No. 8533
Prefix 123-1051

1533

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 16, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 26, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 26, 1977 on the following projects:

1. South Baker Interchange-Encina Interchange
   Old Oregon Trail Highway, Baker County
   Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oregon City-New Era
   Pacific Highway East, Clackamas County
   Rock Screen Slope Protection

   Same as No. 1.

3. Columbia City ("E", 2nd and "L" Streets)
   Columbia County
   Paving (overlay)

   Same as No. 1.

4. Austin Rock Production, Grant County

   Same as No. 1.

5. Odell Lake Rock Production, Klamath County

   Same as No. 1.

6. Elmira-Veneta Bikeway
   Territorial Highway, Lane County
   Grading and Paving

   1.6 miles of Class II and Class III bikeway extending existing Class III bikeway.

7. Burns Junction-Crooked Creek
I.O.N. Highway, Malheur County
Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". 4-foot shoulders will be provided.

8. Silverton Road O'xing-"D" Street U'xing
Pacific Highway, Marion County
Grading, Paving, Drainage and Signing

Same as No. 1. Grading and paving incidental to drainage and signing.

9. Burlington Northern Railroad Depot (Salem)
Marion County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities construction.

10. Columbia Boulevard Intchge (Owens-Illinois Relocation)
East Portland Freeway, Multnomah County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities.

11. SE Stark/Washington Intchge (Stark Street U'xing)
East Portland Freeway, Multnomah County
Grading, Paving and Structure

7-foot existing sidewalks on Stark Street and 8-foot sidewalk / bikeway provided on south side of structure.

12. SE Market Street U'xing
East Portland Freeway, Multnomah County
Grading, Paving and Structure

8-foot sidewalk/bikeway provided on both sides of approaches and structure.

13. NE 68th Avenue-NE 81st Avenue (Portland)
FAU 9858 (NE Halsey Street), Multnomah County
Grading, Paving and Signals

Same as No. 1. 7-foot sidewalks are provided.

14. East Portland State Police Headquarters
East Portland Freeway
Multnomah County
Grading, Paving and Building Construction

Same as No. 1. Grading and paving incidental to building construction.

15. Palmquist Road-Kelso Road
Mt Hood Highway, Multnomah and Clackamas Counties
Flashing Beacon Installation

Same as No. 1.

16. Little Nestucca and Nestucca River Bridges
Little Nestucca and Oregon Coast Highways
Tillamook County
Painting

Same as No. 1.

17. Stanfield (SW Barbara Street)
City Street, Umatilla County
Grading and Paving

Same as No. 1. 6-foot shoulders are provided.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

#8533 5-10-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: See below

STATE PROJECT NO.: Various

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ---

COUNTY NAME: Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: See below

FEDERAL ROUTE NUMBER: Various

STATE ROUTE NUMBER: Various

GENERAL LOCATION: See below

GENERAL DESCRIPTION OF WORK:

Program change adding archeological salvage for the amounts shown as well as effective date.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Archeological salvage
Total cost not to exceed amounts shown.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 4-25-77 letter, I approve the program changes and you are authorized to proceed with the work for each project effective date as shown below. A signed copy of archeological authorization for each project is returned herewith.

Project No.	Authorization Date	Project Est. Cost	Federal Funds
#8627 F-3(2)	March 7, 1977	$ 390	$ 334
I-5-5(42)250	March 7, 1977	480	442
#8511 - F-BRF-50(1)	March 11, 1977	410	351
#8533 RS-23-018(3)	April 14, 1977	565	484
#8547 - OS-0700(1)	April 14, 1977	1,380	1,184

DATE: 5-10-77

SIGNATURE OF APPROVING OFFICIAL: [signature]

TITLE: For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8533

456

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/77
Donald L Rust

5-26-77
~~4-28-77~~ Bid Letting _____ All Clear Deadline

SECTION Burns Jct - Crooked R.
Highway I ON
County Malheur Region ____
Type of Work Chip Seal Funds FA
State ✓ Consultant ___ Plans Avail. ___ Yes ___ No

F-8711(1)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X				X	
Negative Declaration	X				X	
Project Assessment		X			X	No problems identified
Write-off Letter	X				X	
PERMITS:						
Division of State Lands	X				X	
D.O.G.M.I.		X			X	Anticipate no problems
Corps of Engineers	X				X	
Coast Guard	X				X	
Co. Conditional Use	X				X	
NPS Air Pollution	X				X	
NPS Water Pollution	X				X	
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X				X	
NOISE:						
Noise Study		X			X	

1533

Form FHWA 127 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 31, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon F-87(1)
Burns Junction-Crooked Creek Sec.
I.O.N. Highway
Malheur County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn : Duane Christensen

We agree that it is in the public interest for the State to furnish the following items on this project:

State furnished guardrail members (including splice bolts) 1,275 lin. ft. @ $0.33 = $421.00

State furnished guardrail blocks 206 @ $1.88 = $388.00

Geo. L. Green

RECEIVED
STATE HWY ENGR
APR 4'77
REFER TO
Veneta
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy - Rubein
Keasey
Moehding
Schwab

8533

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 24, 1977

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 25 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sch | Act | File

Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 380
Salem, Oregon 97308

Dear Mr. Green:

Re: Burns Junction-Crooked Creek Section
I.O.N. Highway
Malheur County

We are requesting a public interest finding in the State furnishing the following items on the project:

State furnished guardrail members (including splice bolts) 1,275 lin. ft. @ $0.33 = $421.00

State furnished guardrail blocks 206 @ $1.88 = $388.00

This material was purchased from previous projects. Credits to previous projects and charges to the subject project will be made when the actual quantities used have been determined.

The guardrail members, splice bolts and blocks are at the Huntington Maintenance Station. The State Maintenance forces will transport these items to the project where the contractor will be required to unload them.

The contract specifications will require the contractor to use these materials and to furnish new post bolts, washers and nuts, etc. The contractor will be permitted to reuse existing guardrail posts which meet current standards.

The above has been discussed by telephone and tentatively approved by Mr. Nichols of the F.H.W.A.

We feel it is in the public interest to use these materials to conserve State Funds previously expended, as well as conserving energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Final Design Engineer

FE:az
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
D. H. Modhring
W. E. Schwartz
D. E. Swan
Art Brummitt
Fred Eriksen

8533 456

Salem, Oregon
January 4, 1977

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49480 - Roesli
Burns Junction-Crooked Creek
Section
I.O.N. Highway
Malheur County

Attached is a description, an authorization and 8 prints of map 1R-4-629 covering a material source to be acquired for the subject project, which is scheduled for March 24, 1977.

A 60 foot access to this site is to be obtained from the Bureau of Land Management, as shown on Filing Map 1R-4-630 (R/W File 49481). The Filing Map is being prepared and should be completed in a day or two.

BY: f

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8533

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

January 3, 1977

FILE:

FROM: Verne A. Allen
Regional R/W Supervisor

TO: MEMO TO THE FILE....

SUBJECT: MATERIAL SOURCE
Burns Jct.-Crooked Creek Sec.
I.O.N. Highway
Malheur County

Floyd Scott called this date (1/3/77) regarding access to material site. I called Vern Moore and he referred me to Barry Hatcher. Barry Hatcher gave me the stationing of 2570+00. An access at this point would cross a narrow strip of federal lands. An easement will have to be obtained for this haul road.

B.L.M. →

Vern Moore has indicated that Mr. Roesli might be a little difficult to deal with. I discussed this with Pat Schwartz and the possibility of only buying enough material for the job. Mr. Schwartz informed me that they want this for a continuing material source and to proceed with this purchase. If negotiations should prove that the purchase price will be excessive we might have to "back off" of this site.

Verne A. Allen

VERNE A. ALLEN
Regional R/W Supervisor

VAA/crp

cc: J. B. Boyd
W. E. Schwartz
Vern Moore
Barry Hatcher
Floyd Scott

3 Versteeg
Olson
2 [illegible]
1 Scott
Swenson
[illegible]
Copy

RECEIVED
JAN 05 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___
Other

Filing copy for B.L.M. land is being prepared

1553

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Burns Junction - Crooked Creek
Highway: I. O. N. #456
County: Malheur
Prefix: 123-1953
Res. Engr: B. N. Hatcher

Date February 19, 1976
Ten Year Traffic Coefficient 7.9
18 kip s.a. per day 81.1
R value 10
Frost Penetration 30"±
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F.A.)	4.0
1.5"	A.C.W.S. (I) Mod. Cl. C.	3.0
2.0"	A.C.B. Cl. C.	4.0
2.0"	A.L.	2.0
12.0"	A.B.	12.0
19.5"		25.0

NOTED
E. S. HUNTER

EXISTING ROADWAY
(20'± width)

2.0"	A.C. (F.A.)	
1.5"	A.C. Overlay, Mod. Cl. C., with an extra allowance (2.0") Cl. C for leveling.	

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8533 3 3 456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

December 17, 1976

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Burns Jct.-Crooked Cr.
Preliminary Plan Review

TO: Duane Christensen
Final Design Engineer

S A L E M

As we previously advised, we have requested that Rulien transfer $300,000 from the Milton Main Street overlay to this project. We have not received any word whether this was approved. We want to modify the project to go from Burns Junction south to M.P. 75.8.

We recommend the following:

1. Aggregate - Specify 12" of 2"-0 crusher run material. (O.K.'d by C. Gregg.)

2. Limit excavation amounts to rock cuts, and show separate item for digging out shoulders and using material for slope flattening.

3. Show stage construction building one shoulder at a time and bringing shoulder material up flush with edge of pavement at end of each shift.

4. Extend project by allowing 1½" leveling course versus 2". (Use funds set up for extra ½-inch to extend project.)

DDA/dlm

REFERRED TO

Board — Reed
Cole — Sample
✓ Eriksen F.E. — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9. 1 Versteeg ✓
Olson
2 [illegible] DLC
Scott
3 Swenson DW

RECEIVED
DEC 20 1976
ROAD DESIGN SECTION

Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Copy to [illegible] - F.E.

8533

456

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
December 16, 1976

FROM: Vernal Moore
Region Geologist

SUBJECT: Quarry Prospect
Burns Jct.-Crooked Creek
I. O. N. Highway

TO: W. E. Schwartz
Region Engineer

LA GRANDE

123-1953

RE ☐ RCE ☐ RBE ☐ RME ☐
RQE ☑ DEC 17 1976
RDE ☐ RECEIVED REGIONAL OFFICE ☐

The quarry prospect right of Station 2570, subject section, has been drilled and appears to be very good material. An air impact drill was used so no samples were obtained, but chips blown from the holes looked good.

I recommend buying the S½ NW¼ NW¼ Section 19, T. 33S., R. 40 E. I believe the owner is Mr. Tahnte Roesli.

Map 58-29-21

Drilling indicated there is in excess of 200,000 cubic yards of material available. There is also good stockpile and set-up areas. There are no other good State-controlled sources from here to Rome.

12/17/76 cc Verne Allen - The Burns Jct.-Crooked Creek project is scheduled for a March letting. We will need the quarry purchased that is identified on this letter.

Regional Construction Engineer

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
✓ Eriksen FE ____ Watson ____
Hagar ____ Wolfe ____
Return ☑ Discuss ☐ Do ☐ File Copy ☐ Due ____
BY FINAL DESIGN ENGINEER

12-2-76
(Talked to Gordon ... Wash. Deeds & development plan to come first

Verne Allen

- 71-963-[illegible]77
71-962-8446

VLM/dlm

cc Duane Christensen

Rec'd Deed.
File 41480 to Hin 1-4-77

Versteeg ____
Olson ____
1 Christensen Doc
3 Scott ____
2 Swenson ____
____ Savage ____
Trout ____

RECEIVED
DEC 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

85 3 12-16-75

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-23-018(3)

STATE PROJECT NO.
Burns Junction-
Crooked Creek Sect.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Malheur

ITEM NO.
RS-67

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY DEPT
DEC 18 '75
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	December 16, 1975	Secondary Route 23-018	Secondary Route 456

GENERAL LOCATION:
US 95 - 1.6 miles east of Burns Junction SW 11.2 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $13,300 - federal funds $10,390.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of December 16, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 2, 1975 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-16-75	O R Burnhardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-16-75

BY (Signature): L. W. Rulien's December 2, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

~~STATE~~ ITEM NOS. 67 THRU

~~STATE~~ ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
67	RS-23-018(3)	11.2	13,300	10,390

OTHER IDENTIFICATION AND/OR REMARKS (Steno)

Location	Work
Burns Junction-Crooked Creek Section.Malheur County State of Oregon	Preliminary Engineering .

RECEIVED
STATE HWY ENGR
DEC 18 '75
REFER TO
FOR

REMARKS (Division)

RECOMMENDED

DATE: **

SIGNATURE AND TITLE:

APPROVED

DATE: 12-16-75

SIGNATURE AND TITLE: for C. R. Burghardt
G. L. Green, Division Administrator

* Program approval and any subsequent action to process a final voucher or bill on a project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 12-10-75
12-2-75

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	ADT	PRESENT: 690	FUTURE: 1100	YEAR: 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): RS-	NUMBER: 23-018	
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary								COUNTY NAME: Malheur		
	NAME OF URBAN AREA: --								ROUTE NO. S	FEDERAL-AID: 23-018	STATE: 456 / U.S.: 95

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	11.2	13,300	10,390	2,910	
5					ROW							
5					CONST (CODE)		"Burns Jct.-Crooked Creek Section"					
							PROJECT TOTALS	11.2	13,300	10,390	2,910	

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (32) REMARKS

FORM PR-1 (REV. 4-61)

Rev. 12-10-75
12-2-75

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	ADT	690	1100	95	10	Oregon	41	075	67

ED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ineering								RS-	23-018(3)			

DS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Malheur	045	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	23-018	456	95

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	11.2	13,300	10,390	2,910		Preliminary engineering all phases. (Future construction on existing alignment to provide two 12' lanes A.C. pave., 4' shoulders.)
ROW								
CONST (CODE)		"Burns Jct.-Crooked Creek Section"						ROW-150' normal; access control-none; parking restrictions-none.
CL	PROJECT TOTALS		11.2	13,300	10,390	2,910		

PROVAL DATES

REMARKS

-OVER-

BURNS JCT.-CROOKED CREEK SECTION
PROJECT NO. RS-23-018(3)

Existing Facility:

Roadway: MP 64.58 - 65.84 -- 24-foot A.C. surface with 4-foot shoulders.
MP 65.84 - 75.8 -- 20-foot A.C. surface with 4-foot shoulders.

Adjacent Sections:

N.E. End: 24-foot A.C. surface with 4-foot shoulders.
S.W. End: 20-foot A.C. surface with 4-foot shoulders.

Project Data:

Work under this project consists of preliminary engineering all phases for the future reconstruction necessary to widen and overlay the existing facility to provide two 12-foot lanes high-type pavement with 4-foot shoulders, and revisions of slopes and roadway features to improve safety for the traveling public.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on November 10, 1975.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings -- None required under Oregon Action Plan (Category 3 Project).
b. Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

Exception to Minimum Design Standards:

Shoulders have been reduced from the normal (the present and future traffic forecast to use th during the probable life of the reconstructed pav be adequately accommodated by the basic highway i additional costs of major construction required t width shoulders would not provide sufficient bene additional costs and thus would not be warranted.

S JCT.-CROOKED CREEK SECTION
PROJECT NO. RS-23-018(3)

F 65.84 -- 24-foot A.C. surface with 4-foot shoulders.
F 75.8 -- 20-foot A.C. surface with 4-foot shoulders.

.C. surface with 4-foot shoulders.
.C. surface with 4-foot shoulders.

ect consists of preliminary engineering all phases for
ction necessary to widen and overlay the existing fa-
o 12-foot lanes high-type pavement with 4-foot
ions of slopes and roadway features to improve safety
blic.

Railroads, Water Developments, Historical and

ect concurred in by FHWA on November 10, 1975.

earinghouse and District 14 Clearinghouse A-95 review
ents.

-- None required under Oregon Action Plan (Category 3

-- Not a factor in the development of this project.

n Congressional District No. 2.

Exception to Minimum Design Standards:

Shoulders have been reduced from the normal 6' to 4' since the present and future traffic forecast to use the highway facility during the probable life of the reconstructed pavement surface can be adequately accommodated by the basic highway in place and the additional costs of major construction required to provide full width shoulders would not provide sufficient benefits to offset the additional costs and thus would not be warranted.

8533

PRO 6-2

December 2, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-23-018(3)

We are submitting program data for one preliminary engineering project, Item No. 67, Project No. RS-23-018(3), "Burns Jct.-Crooked Creek Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

We request, concurrent with approval of the program authorization, to proceed with all phases of preliminary engineering on the project at an estimated total cost of $13,300 with Federal funds of $10,390.

CL:bb
Enc.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-2-75

FEDERAL-AID PROGRAM DATA

CARD													
2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–69: US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	ADT	PRESENT: 690	FUTURE (66)–(70): 1100	YEAR (71)–(72): 95	REGION: 10	STATE NAME: Oregon					
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Preliminary Engineering	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER: PREFIX LETTER(S) 14–23: RS-	NUMBER 23–27: 23-018(3)			
4	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Malheur	CODE (13)–(15): 045										
	NAME OF URBAN AREA 17–31: --	ROUTE NO. S	FEDERAL-AID (32): 23-018	STATE (36)–(37): 456	U.S.: 95								

CARD 5	LINE NO. (1–2)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(78)	STATE FUNDS	OTHER FUNDS
5					PE		US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	11.2	13,300	10,390	2,910	
5					ROW							
5					CONST (CODE)		"Burns Jct.-Crooked Creek Section"					
							PROJECT TOTALS	11.2	13,300	10,390	2,910	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	CL

REMARKS

FORM PR-1 (REV. 4-61)

12-2-75

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	ADT	690	1100	95	10	Oregon	41	075	67

OSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gineering								RS-	23-018(3)			

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Malheur	045	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	23-018	456	95

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 95, 1.6 Mi. E. of Burns Jct., S.W. 11.2 Mi.	11.2	13,300	10,390	2,910		Preliminary engineering all phases. (Future construction on existing alignment to provide two 12' lanes A.C. pave., 4' shoulders.)
ROW								
CONST (CODE)		"Burns Jct.-Crooked Creek Section"						ROW-150' normal; access control-none; parking restrictions-none.
BY CL		PROJECT TOTALS	11.2	13,300	10,390	2,910		

APPROVAL DATES

REMARKS

-OVER-

BURNS JCT.-CROOKED CREEK SECTION
PROJECT NO. RS-23-018(3)

Existing Facility:

Roadway: MP 64.58 - 65.84 -- 24-foot A.C. surface with 4-foot shoulders.
MP 65.84 - 75.8 -- 20-foot A.C. surface with 4-foot shoulders.

Adjacent Sections:

N.E. End: 24-foot A.C. surface with 4-foot shoulders.
S.W. End: 20-foot A.C. surface with 4-foot shoulders.

Project Data:

Work under this project consists of preliminary engineering all phases for the future reconstruction necessary to widen and overlay the existing facility to provide two 12-foot lanes high-type pavement with 4-foot shoulders, and revisions of slopes and roadway features to improve safety for the traveling public.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on November 10, 1975.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings -- None required under Oregon Action Plan (Category 3 Project).
b. Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8533 456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 15, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Burns Junction-Crooked Creek Section
I.O.N. Highway
Malheur County

TO: MEMO TO THE FILES

The project is an overlay and widening of a 6.81 mile section. The 1975 ADT was 700 vehicles. The typical section is 12 foot travel lanes with 4 foot paved shoulders constructed over the existing 22 foot paved surface.

The base design is 1-1/2 inches of "E" Mix overlay with the pavement widening composed of 14 inches of aggregates and 2 inches of "C" Mix Base Course paving topped with the 1-1/2 inches of "E" Mix.

Our current estimated cost for the project is $570,000. This cost was given to Mr. Gifford, so the present contract schedule indicating $450,000 could be corrected.

This project is a portion of the Burns Junction-Basque Section plans which we distributed as "Preliminary Plans" on March 5, 1975.

FE:az
cc: L. W. Rulien
W. E. Schwartz

1 Versteeg ✓
Olson
2 Eriksen Dpc
Scott
Swenson
Savage
Trout

RECEIVED
NOV 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

8533

FORM 81-736.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 13, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Burns Jct.-Crooked Creek Sect.
ION Highway
Malheur County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

APPROVED
EDH
E. S. Hunter
Date 11-14-75

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act.

RECEIVED
NOV 1 1 1975

Form FHWA 121 (Rev. 5-73) 8533

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041EC

SUBJECT: Oregon RS-23-018(-)
Burns Jct.-Crooked Creek Section
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

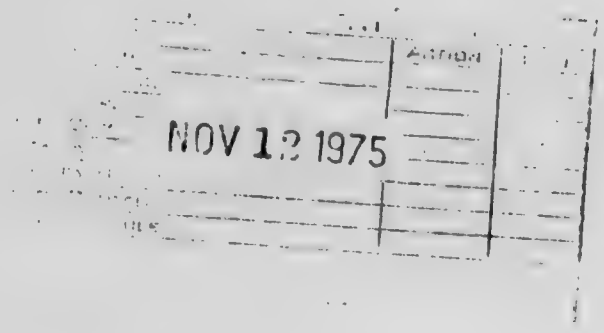
TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

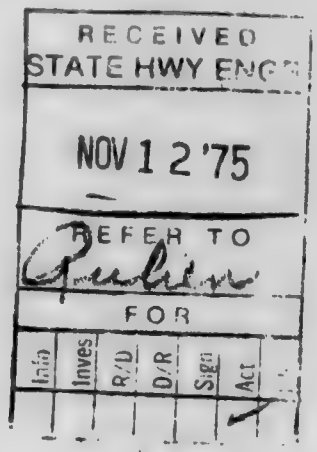
The subject project assessment submitted with Mr. Rulien's October 27 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

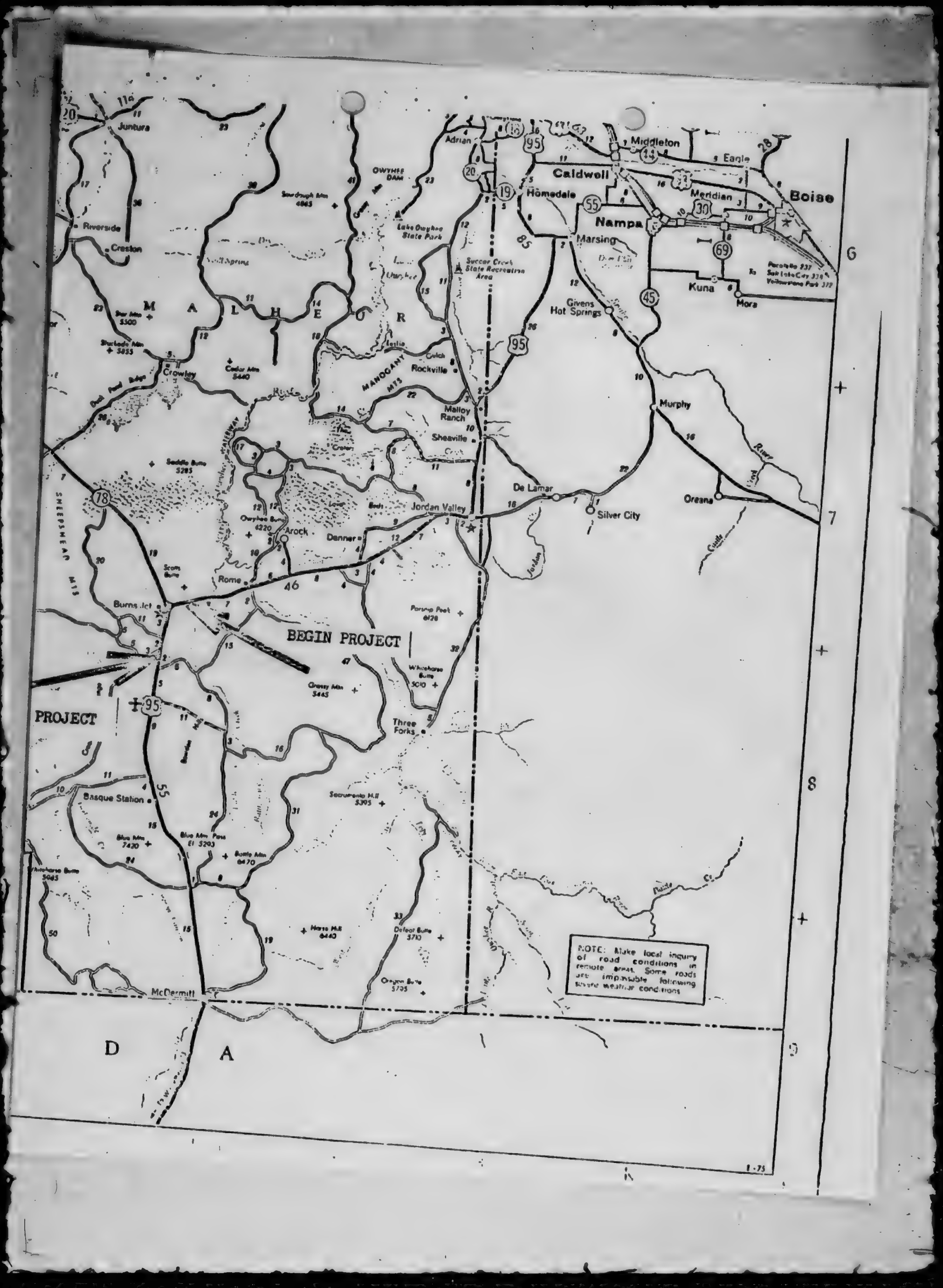
cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Reg Env





cy Schmeltzer

BEN GIFFORD


Juntura
Riverside
Creston
Crowley
Rockville
Malloy Ranch
Sheaville
Arock
Rome
Burns Jct
Basque Station
McDermitt
Adrian
Owyhee Dam
Lake Owyhee State Park
Succor Creek State Recreation Area
Homedale
Caldwell
Middleton
Eagle
Meridian
Boise
Nampa
Marsing
Kuna
Mora
Givens Hot Springs
Murphy
De Lamar
Silver City
Oreana
Jordan Valley
Danner
Three Forks
MALHEUR
MANOGANY MTS
OWYHEE
BEGIN PROJECT
PROJECT
NOTE: Make local inquiry of road conditions in remote areas. Some roads are impassable following severe weather conditions
I-75

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Unimproved range land managed by BLM is on both sides of the highway. No additional R/W is required.

Typical Section The existing highway is 22 feet wide. The proposed project would widen the highway to 32 feet.

Structures No structures would be modified or built.

Characteristics (ADT) 1974 statistics for M.P. 66.19 (0.01 miles south of Steens Highway) - 670 vehicles. Percent trucks - 25%.

Other General Information (or Supplemental information to items) Accidents are thought to be most attributable to narrow pavement and steep shoulders. Long straight sections of highway may promote speeding. Slope flattening would eliminate the need for guardrail in some sections.

Proposed materials source is a BLM owned gravel pit in the vicinity of M.P. 79.2; widening the highway would require enlarging a 12-foot high rock cut the terminus of the project.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No location or design alternatives have been considered. The scope of the project is relatively simple.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 27, 1975

A. PROJECT IDENTIFICATION

Name of Project 1 mile east, Burns Junction-Crooked Creek RS-23-018(-)
(Section)

Location of Project I.O.N. U.S. 95
(Highway Name) (Highway No., US - ORE)

\- Malheur 5
(City) (County) (Region)

Program _____
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade 11.2 miles of highway in conformance with current safety standards. Proposed project would include widening the highway from 22 to 32 feet, overlaying the highway with AC and flattening shoulder slopes.

Origin and History: This 11.2 mile section is all that remains of a 121 mile upgrading and safety improvement project from the Idaho State Line to the Nevada State Line. 32 accidents were recorded between M.P. 64.6 and M.P. 75.8 during the years 1970-1974; 7 fatalities resulted from these accidents.

C. DESCRIPTION OF PROJECT

Length Approximately 11.2 miles

Termini M.P. 64.6 to M.P. 75.8 (approximately 1 mile east of Burns Junction to approximately 2 miles south of Crooked Creek).

Alignment ☐ New ☒ Existing ☐ Combined _____

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located in Malheur County's high desert at an elevation of about 3300 feet above mean sea level. Precipitation is low, probably averaging about 7.5 inches per year. Maximum precipitation is associated with the thunder showers of May-August. Winter is the time of relatively low precipitation.

Topography is relatively flat, but marked in places by run-off channels that are dry most of the year. The aridity of the landscape is reflected in local vegetation. The most predominant type of vegetation is big sagebrush (artemesia tridentada) and rabbit brush (Chrysothamnus spp.).

Crooked Creek and its tributaries are intermittent.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The proposed project is located in a very sparsely populated area of the state. No environmental standards would be exceeded by construction activities. There are no utilities in conflict.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   No additional right-of-way required.

   Consequences:

   N.A.

2. Estimated Changes in Traffic Patterns:

   No changes in traffic pattern.

   Consequences:

   N.A.

3. Estimated Changes in Land Use:

   None.

   Consequences:

   N.A.

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

   N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

   N.A.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☒ Other Non-Major Action

8534 Silverton Rd. O'Xing-"D" St. 197
U'Xing Sec. of Pac. Hwy.
(Grading, paving, drainage & sign)

C & A 5801 5-16-77

#8534

Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Projects I-5-5(68)256, I-5-5(3)250
Salem Bypass Section
Pacific Highway - Marion County

From: G. L. Green, Division Administrator

Date: April 4, 1980

Reply to Attn. of: HRW-OR/414.2

To: Mr. H. S. Coulter, State Highway Engineer

Property Supervisor Mead's letter of March 13, 1980 indicates that the State is proposing to sell a parcel of land located on the west side of I-5 approximately 300 feet north of Sunnyview Avenue.

Considering the fact that the six-lane widening has not been designed and is in the developmental stage, we believe it would be imprudent to dispose of right of way at this time.

We would suggest that any right of way considered excess to the present needs of I-5 be retained until construction needs are clearly known.

G. L. Green

cc:
OSHD (J B Boyd)
(M M Mead)

RECEIVED
STATE HWY ENGR
APR 7'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8534

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

2

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1 - 14 - 80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-14-80	W. H. Kappus, Area Engineer	I-5-5(68)256

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-17-78	4-20-79	111 %	375 CWD

APPROVED EXTENSIONS	LOCATION
40 CWD	On the Interstate 5 Salem Bypass from Silverton Road to "D" Street, Salem, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SILVERTON RD.-"D" STREET
INTERSTATE 5
Grading, Drainage, Paving & Signing

This project provided for the construction of an extensive storm drainage system, two retention basins, paving, and installation of signs.

The final cost of the completed project was $1,691,354.34 which underran the original estimate by 4%. This saving resulted from a redesign of one retention basin during construction which eliminated the need to move a high pressure utility line.

A final inspection of the completed project was made December 1, 1978. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
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FOR
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1-21 ok

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE: ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 1/16/80	TITLE: Field Operations Engineer	DATE: 1/16/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8534

1-5

Salem, Oregon
April 23, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Art Gottfried
Resident Engineer

Silverton Rd.-"D" St. Sec.
Pacific Highway
Marion County

I found your "As Constructed" narrative report very interesting. This drainage project included some new design concepts and construction methods that made it most interesting to work with in the design stage.

All of us involved in the design, appreciated your keeping us informed when something special was going on; so we could see how it was handled during construction. The stage construction installation of precast concrete box culverts at Market Street and the jacking of precast concrete boxes at the Market Street "SB" ramps was of particular interest.

One item we should have considered more thoroughly was the access control fence. We should have anticipated the contractor might remove the fence early in the work and the job would go through the winter without fence protection.

mw
cc: C. O. Fredrickson

Versteeg
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 24 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

8534

April 24, 1979

The American Insurance Company
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8534 awarded to Salem Sand and Gravel Company for work on the Silverton Road Overcrossing-"D" Street Undercrossing Section of the Pacific Highway in Marion County was completed on November 17, 1978, and accepted by the State Highway Engineer on April 20, 1979.

Final payment in the amount of $6.30 will be released to the contractor after April 30, 1979. The total contract amount is $1,546,367.45 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc Salem Sand and Gravel Company
1375 Front Street, N. E.
Salem, OR 97303

Potts, Davis & Co.
651 High St., NE
Salem, OR 97301

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

REFERRED TO
2 Beard WGB Steudenmeyer
4 Cole W.E.G. Sample
1 Eriksen F.E.J. Watson RW
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Prepare Ltr of acknowledgement.

1-5

RESIDENT ENGINEER'S NARRATIVE REPORT
SILVERTON RD. - "D" STREET
PACIFIC HIGHWAY
MARION COUNTY
CONTRACT NO. 8534

Art Gottfried, Res. Engr.

Versteeg
Christensen Dec
Georgs
Olson
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Sullivan Copy
Scott
Anderson

RECEIVED
JAN 25 1979
ENGINEERING SECTION

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The work done under this contract consisted of the following work on the Silverton Rd. Oxing - "D" St. Uxing section of the Pacific Highway in Northeast Salem in Marion County.

1. Construction of grading, aggregate base and asphalt concrete pavement.

2. Construction of an extensive drainage system.

3. Installation of signs.

4. Additional & incidental work as called for by the plans and specifications.

This was a "Federal-aid Interstate Highway Project" and was constructed in accordance with the Federal regulations applying to this class of project. The contract was awarded to Salem Sand and Gravel Co. of Salem, Oregon on June 20, 1977 for the sum of $1,440,208.00. The total original construction authorization was $1761,252.75. The contractor started work on June 30, 1977 and was completed November 17, 1978.

This contract had two contract times. The contractor was allowed 100 calendar workdays to complete the detention basin east of station 190 and completed it in 81 calendar workdays. He had 375 calendar workdays to complete the rest of the project and completed it in 415 calendar workdays. This was an overrun of 40 calendar workdays. However, he has requested a 30 day extension of time and if it is approved he will have 10 days liquidated damages.

During the life of the contract several changes were required that resulted in the following Price Agreements and State Force Orders.

PRICE AGREEMENT NO. 1

This Price Agreement for $2,400.00 was for reimbursing the contractor $0.80 per hour for on-the-job-training in accordance with the Special Provisions. The contractor set up a training program for operating engineers, laborers and carpenters.

PRICE AGREEMENT NO. 2

This Price Agreement was to document changing bid item No. 35 from 90-inch concrete sewer pipe to 96-inch cast in place concrete sewer pipe.

The contractor elected to use the poured in place option, but was

unable to locate a 90-inch machine, so he poured the oversize pipe at no extra cost to the State.

PRICE AGREEMENT NO. 3

This Price Agreement for $999.35 is for the difference in price of the 12 ga. CMP, that was required to meet specifications, and the 16 ga. aluminum pipe that was specified.

The designer inadvertently specified 16 ga. aluminum pipe to go under 35th street and it did not meet the requirements for pipe under roadways with less than 2 feet of cover. The pipe had to be replaced with a 12 ga. CMP that would meet the specifications.

PRICE AGREEMENT NO. 4

This $10,125.36 Price Agreement provides for furnishing, installing and removing 6,174 lin. ft. of temporary fence on a rental basis. This fence ran along the approximate R/W line for the entire length of the project.

The job was shut down during the winter and we had several complaints about dogs and children crossing the freeway. Region requested that we install a temporary fence to eliminate this hazard.

PRICE AGREEMENT NO. 5

This $102,933.00 Price Agreement includes furnishing all labor, equipment and materials to remove a 32 ft. section of 42" water pipe and replace it with a 32 ft. section including a 42" valve; construct 183 lin. ft. of poured in place retaining wall; place 180 lin. ft. of precast retaining wall; pour 1838 sq. ft. of 6" slab and other incidental work to make a complete installation.

An existing 42" water main runs through the area where a detention basin had to be built and it was planned to relocate the line next to the R/W. According to the specifications the City was responsible for relocating the water line. However, the City felt there might be a conflict if they let a contract to another contractor, so they requested that we have Salem Sand and Gravel Co. do the work under a Price Agreement.

The contractor submitted a bid of $174,000.00 to relocate the line and only $110,000.00 was authorized to do the work. This necessitated finding another alternate and it was decided to leave the water line in place and protect it with a retaining wall on one side and a 6" slab on top. This was done without changing the volume of the pond.

PRICE AGREEMENT NO. 6

This Price Agreement for $7,645.00 credit to the State is for furnishing one 42" #150-B American-Darling Butterfly Valve. The cost of this valve was included in item No. 2 of Price Agreement No. 5 which is a lump sum item ($6,648.00 for the valve and $997.00 for 15% markup). A lump sum item cannot be broken down so the $7,645.00 was paid under Price Agreement No. 5 and credited to the State under Price Agreement No. 6.

The City of Salem purchased the valve well in advance of the project because there was such a long delivery date. The City planned to sell the valve to the contractor, but a City Ordinance prohibited it, so the State purchased the valve from the City and furnished the valve to the contractor.

PRICE AGREEMENT NO. 7

This $1,935.70 Price Agreement is for extending the concrete curb along 35th street 400 lin. ft. and widening the northbound lane of 35th street from 10 ft. to 12 ft. for 312 lin. ft.

The reason this curb was required is there isn't enough room between 35th street and the toe of the fill, along the freeway, to construct a ditch. The curb is 12 ft. from centerline and the northbound lane is only 10 ft. wide, so it was widened for the length of the curb.

PRICE AGREEMENT NO. 8

This $1,075.00 Price Agreement is for maintaining and reinstalling wiring circuits at the I-5 and Market Street interchange.

The jacking operation and excavation cut through the existing wiring circuits and temporary connections had to be made during construction. After the contract work was completed, permanent circuits had to be installed. This was an additional anticipated item and $7,500.00 was included in the original project authorization to do this work.

STATE FORCE ORDER NO. 1

This $6,648.00 State Force Order provides for reimbursement to the City of Salem for furnishing one 42" #150-B American-Darling Butterfly valve used in Price Agreement No. 5 & 6.

STATE FORCE ORDER NO. 2

This $500.00 State Force Order provides for permanent pavement striping on this project.

The following is a brief outline of all the bid items and the problems we had.

BID No. 1 MOBILIZATION

No problems with this item.

BID ITEM NO. 2-9

These items included temporary protection and direction of traffic; temporary signs; temporary barricades; temporary guard rail type 2A (lighted); temporary guard rail type 3 (lighted); moving temporary concrete barriers; temporary plastic safety markers and flagmen.

The plans and specification went into great detail listing the restrictions and detailing the lane closures. The contractor followed these plans and specifications and we had no problems providing for traffic. I think the traffic engineers did a good job planning for this project.

The only problem we had was completing the work on Market Street by 4:00 o'clock. We overran this time, but we had no problems with traffic backing up.

The contractor was very unhappy about the way the city forces provided for traffic while they had one lane of Market Street closed for several days. They used two advance warning signs and a few cones and no flagmen. Also, the City let a contract for laying a water line along Sunnyview Road and Hawthorne Avenue and the contractor had very little traffic control. Salem Sand and Gravel Co. and I received several complaints blaming us for the poor traffic control. I feel that if the City or State specifies a way for one contractor to provide for traffic control everyone should have to follow the same specifications.

BID ITEM NO. 10 CLEARING AND GRUBBING

The existing ditch was full of grass & brush and was very marshy on the bottom. The contractor used a backhoe to do the clearing. He loaded the material on trucks and hauled it to his own disposal area on Cherry Avenue.

BID ITEM NO. 11 REMOVAL OF STRUCTURES & OBSTRUCTIONS

This work consisted of removing the existing fence for the entire length of the job, the 36" CMP under 35th street, the 72" x 44" CMP under Market Street and other misc. items throughout the project. There were no particular problems with this item.

BID ITEM NO. 12 DITCH EXCAVATION

The main ditch excavation required was at each end of the project.

The outfall of the double 6x4 RCBC required work to match the existing ditch. Considerably more ditch work was required at the south end of the project than was indicated on the plans. This was to shape the freeway ditch and provide drainage to the 48" pipe crossing under the freeway at station 184+50.

BID ITEM NO. 13 GENERAL EXCAVATION

Excavation was required for the "D" Street Detention Basin, the Sunnyview Detention Basin and the relocated section of 35th Street.

We had no problem at the "D" Street Detention Basin. The contractor elected not to use the disposal area proposed by the State. Instead he was able to sell the fill material to the shopping center development south of "D" Street. The street was plated and flagmen were supplied. This enabled the selfloading scraper to cross and place the material. The contractor elected to pave the haul road after the material was moved, as the specials required that it be left.

At the Sunnyview Detention Basin considerable changes were made from the plans, because the bid for the relocation of the 42" water main was much higher than anticipated. See price agreement No. 5 for further details.

At the 35th Street relocation we had no problem with the roadway excavation.

BID ITEM NO. 14 TRENCH EXCAVATION

Trench excavation was made for pipes and misc. structures. There were no problems.

BID ITEM NO. 15 FINISHING ROADBED & SLOPES

The only problem incountered with this item was weather. The work was done late in the fall and rain made it difficult to complete.

BID ITEM NO. 16 WATERING

Watering was supplied as required. No problem.

BID ITEM NO. 17 & 18 1"-0 AGGREGATE & CLASS "C" ASPHALT

No problem.

BID ITEM NO. 19 DOUBLE 6 x 4 RCBC

The box culvert was placed by three methods. The poured-in-place method was used from station 117+70 to 127+60, 171+87.5 to 176+18.5 and 178+93.5 to 183+95. The precast-open-trench method was used accross 35th

Street at station 117+50 and across Market Street from station 170+96.5 to 171+87.5. The precast-jacking method was used under the "SB" on-off ramps south of Market Street.

(A) Poured-In-Place: Double 6x4 box was placed on 6" of granular bedding. The contractor used steel forms. The box was made in two pours. First the bottom slab and fillet then the walls and top. The bottom slab pour was several days ahead before the top was started. This enabled the contractor to make a bottom and top pour each day. After the system was worked out they were able to pour 80' of bottom and 40' of top each day. This is equal to 58' of complete box each day. This system works very well.

(B) Precast-Open-Trench: Precast sections were used on 35th and Market Streets. These are the two places where the box culvert crossed under Streets. The precast enabled the contractor to trench, place the box and backfill in the same day. He had a difficult time staying within the daytime hours stipulated by the Specials, for the Market Street crossing, but other than that he had no problem. We had the same problem with patches on precast boxes as with 72" and 54" pipe.

(C) Precast-Jacked: This system was specified to be used under the ramps south of Market Street. A jacking pit was excavated and shored between the ramps. A Akkerman Boring-Jacking System was used. This consisted of a 48" round boring machine followed by a 6x4 cutting edge. The precast sections were set in behind the cutting edge and the whole system was moved ahead by hydraulic rams. The two runs south of the jacking pit were made first and the system worked very well. It averaged about 20 feet per 8 hour shift. The runs to the north were not so fortunate. On both runs the box encountered something in the fill and moved it. This caused settlement of the "SB" off ramp which had to be repaired. Due to this problem it took 10 work days to make the runs to the north where the runs to the south took only 7 work days. After the boxes were jacked into place and the closure pours were made, the entire run was pressure grouted. This assured that all voids,created by the jacking operation, were filled. I feel this is a good system where traffic conditions require work to be done wothout detour. It would work even better with round pipe.

A laser was used to control grade and alignment on all three systems and proved to be ideal for this kind of work.

BID ITEM NO. 20 EXTRA FOR CONCRETE BOXES UNDER PAVEMENT

This was to cover work required at the 35th and Market Street crossings. See item 19B. No problems.

BID ITEM NO. 21 INSTALL CONCRETE BOXES UNDER HIGHWAY

This was to cover work required in jacking operation. See item 19C.

BID ITEM NO. 22 & 23 CONCRETE & REINFORCING IN MISC. STRUCTURES

Miscellaneous structures were required wherever there was a change from box to pipe or from one size pipe to another size pipe, such as from 78" to 72" pipe etcetera. No particular problems were encountered.

BID ITEM NO. 24-26 MANHOLE CONES, RISERS & COVERS & FRAME UNITS

No problems.

BID ITEM NO. 27 METAL CULVERT GRATES

(A) Outlet of double 6x4 RCBC: No problem.

(B) Inlet of 60" arch pipe station 145+31: Developer has enclosed system west of 35th so this was eliminated.

(C) Inlet of 54" pipe: The grate for this was specified to be made of 6"x6" welded wire fabric. This has proven to be very unsatisfactory. This type of grate plugs up very easily. Vertical bars only should have been used, as on the other grates. Maintenance is already making plans to correct this.

(D) Outlet of 96" pipe: No problem except that the chain and padlock doesn't work to well as the gate con be pushed far enough that a youngster can climb over the top. A drop bar should have been provided. Maintenance is going to do this.

(E) Inlet of 48" pipe station 184+50: Same situation as inlet of 54" pipe.

Locks should be provided by State as contractor can not purchase locks keyed to State System.

BID ITEM NO. 28-31 12", 15", 18" & 42" SEWER PIPE

No particular problems. See pipe summary & "As Constructed" for changes.

BID ITEM NO. 32-34 54", 72" & 78" SEWER PIPE

This run of pipes connects the Sunnyview Detension Basin to the double 6x4 box culvert. Pipe was placed per plans and specifications. There was no problem with installation. However, the manufacturer used some bad material for patching the 72" & 54" pipe. When the patches were subjected to water they turned soft and fell out. The manufacturer sent a crew in and replaced all the bad patches.

BID ITEM NO. 35 90-INCH PIPE

This pipe was changed to 96" for the contractor's convenience (see documentary price agreement #2). He chose to use the poured-in-place option and the only machine available was for 96" pipe. This system was used from station 156+60 to 170+80. The contractor used a scraper to reduce the depth of the cut, station 159+00 to 164+00, so that the pipe excavation could be kept to no more than 12 or 13 feet. Excavation was made by a 6 yard hoe with a half round bucket which had a 10 foot diameter. Pipe was placed by a self contained machine which provided screeds, vibration and power to draw itself along. This system worked well as long as the concrete slump was maintained at 2". The only real drawback was that, for this large of a pipe, the machine weighed 36,250 pounds plus the weight of over four cubic yards of concrete and if it encountered any soft material in the bottom of the ditch it would displace it. This caused irregularities in the flow line of the pipe.

Progress varied with the conditions, but the contractor was able to average about 100 feet per day. This included setting the machine in the morning and lifting and cleaning it at night. This covered about a 10 hour shift. Concrete used averaged 0.97 cubic yards per foot over 1400 feet of pipe.

BID ITEM NO. 36 & 37 48" & 60" ARCH PIPE

No problems.

BID ITEM NO. 38 EXTRA FOR PIPE UNDER PAVEMENT

This item provided for 96" pipe crossing of Sunnyview. No problems.

BID ITEM NO. 39 BEDDING MATERIAL

Bedding was provided throughout project as required. No problems.

BID ITEM NO. 40 18-INCH FLAPGATE

Flapgates installed per plans. No problems.

BID ITEM NO. 41 MANHOLES

One manhole was eliminated at station 127+65 and one added at station 117+70. No problems.

BID ITEM NO. 42 CONCRETE INLET, TYPE "D"

One inlet was added at station 153+15. No problems.

BID ITEM NO. 43 & 44 CONCRETE INLET, TYPE G-1 & G-2

No problems.

BID ITEM NO. 45 CONCRETE INLET, TYPE G-2M

Inlets added to meet conditions at stations 117+90, 136+00, 157+90 & 170+50.

BID ITEM NO. 46 CONCRETE INLET, TYPE B-SL

No problems.

BID ITEM NO. 47 CL-6 CHAIN LINK FENCE

Fence was added to fully enclose dentention basin at Sunnyview.

BID ITEM NO. 48 CL-6R CHAIN LINK FENCE

No problems.

BID ITEM NO. 49 CONCRETE CURBS

No problems.

BID ITEM NO. 50 EXTRA FOR ASPHALT TRAFFIC MARKERS

Only 19 lin. feet of traffic markers were required to replace markers damaged or removed during construction.

BID ITEM NO. 51 PAVED CULVERT END SLOPES

No problems.

BID ITEM NO. 52 LOOSE RIPRAP, CLASS 50

No problems.

BID ITEM NO. 53 ROADSIDE MULCHING

None used, see attached letter from Landscape.

BID ITEM NO. 54 ROADSIDE SEEDING & MULCHING

Area that would have been in bid item no. 53 was included in this bid item.

BID ITEM NO. 55 ROADSIDE SEEDING & MULCHING (PUNCH IN STRAW)

See attached letter from Landscape.

BID ITEM NO. 56 REMOVAL OF EXISTING SIGNS

No problems.

BID ITEM NO. 57 SIGN SUPPORT FOOTINGS

No problems.

BID ITEM NO. 58 BREAKAWAY SIGN POSTS

No problems.

BID ITEM NO. 59 TYPE "A" SIGNS IN PLACE

No problems.

BID ITEM NO. 60 MOVE & REINSTALL EXISTING SIGNS

No problems.

Art Gottfried
Art Gottfried
Resident Engineer

Charles F. Hemenway
Charles F. Hemenway
Project Inspector

AAG/rdf
cc: File

STATEMENT OF OVERRUNS & UNDERRUNS

SILVERTON ROAD - "D" STREET

F. A. P. NO. I-5-5(68)256

PREFIX NO. : 624-1020

CONTRACT NO. : 8534

MARION COUNTY

BID ITEM NO.	ITEM	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	+ OR - %
1	Mobilization	Lump Sum	All	All	0
2	Temporary Protection & Direction Of Traffic	Lump Sum	All	All	0
3	Temporary Signs	Sq. Ft.	1,212	657.25	-46
	Remarks: Temporary signing was designed to handle work done off the freeway shoulder, where allowed by specials. All work was done from frontage road or access through private property so many signs were not required.				
4	Temporary Barricades	Each	3	3	0
5	Temporary Guard Rail, Type 2A	Lin. Ft.	125	125	0
6	Temporary Guard Rail, Type 3	Lin. Ft.	175	175	0
7	Moving Temporary Concrete Barrier	Lin. Ft.	313	313	0
8	Temporary Plastic Safety Markers	Each	39	39	0
9	Flagmen	Hour	2,500	2,106	-16
	Remarks: All required.				
10	Clearing & Grubbing	Lump Sum	All	All	0
11	Removal Of Structures And Obstruction	Lump Sum	All	All	0
12	Ditch Excavation	Cu. Yds.	390	517.40	+33
	Remarks: Additional ditch required at Sta. 184+67 to 187+00				
13	General Excavation	Cu. Yds.	32,640	27,231.11	-17
14	Trench Excavation	Cu. Yds.	6,970	6,135.07	-12
	Remarks: All Required				

15	Finishing Roadbeds and Slopes	Lump Sum	All	All	0
16	Watering	M-Gal.	425	250.12	-41
	Remarks: All Required.				
17	1"-0 Aggregate Base	Ton'	1,500	1,733.40	+16
	Remarks: Additional base rock was due to widening of intersection of 35th and Sunnyview.				
18	Class "C" Asphalt	Ton	450	624.60	+39
	Remarks: Additional asphalt required for the intersection of Sunnyview, 35th & Hawthorne.				
19	Double 6x4 Reinforced Concrete Box Culvert	Lin. Ft.	2,335	2,340	+0.2
20	Extra For Concrete Boxes Under Pavement	Lin. Ft.	112	95	-15
	Remarks: All Required.				
21	Installing Concrete Boxes Under Highway	Lin. Ft.	272	272	0
22	Concrete In Misc. Structures	Cu. Yds.	142	156.17	+10
	Remarks: All Required.				
23	Reinforcement In Misc. Structures	Lbs.	24,270	28,458.40	+17
	Remarks: All Required.				
24	Precast Manhole Cones	Each	7	5	-29
	Remarks: 2 cones were eliminated at station 123 and risers were used to meet requirements of fill.				
25	Precast Manhole Risers	Lin. Ft.	14	15.67	+12
	Remarks: Risers were used as noted on item 24.				
26	Manhole Covers & Frame Units	Each	10	10	0
27	Metal Culvert Grates	Lbs.	1,110	1,168	+5
28	12-Inch Sewer Pipe	Lin. Ft.	260	476	+83
	Remarks: Additional pipe required throughout the project to meet conditions incountered during construction.				
29	15-Inch Sewer Pipe	Lin. Ft.	100	84	-16
	Remarks: All Required.				

30	18-Inch Sewer Pipe	Lin. Ft.	210	128	-39
	Remarks: Underrun due mostly to piping inlets, just south of Sunnyview, directly into 96" pipe. This eliminated the long run accross Sunny-view to detention basin.				
31	42-Inch Sewer Pipe	Lin. Ft.	100	110	+10
32	54-Inch Sewer Pipe	Lin. Ft.	876	852	-3
33	72-Inch Sewer Pipe	Lin. Ft.	440	430	-2
34	78-Inch Sewer Pipe	Lin. Ft.	1,310	1,298	-1
35	90-Inch Sewer Pip (96")	Lin. Ft.	1,400	1,399	0
36	48-Inch Arch Pipe	Lin. Ft.	30	24	-13
	Remarks: All Required.				
37	60-Inch Arch Pipe	Lin. Ft.	8	12	+50
	Remarks: Amount required to meet conditions.				
38	Extra For Pipe Under Pavement	Lin. Ft.	145	120	-17
	Remarks: All Required.				
39	Bedding Material	Cu. Yds.	960	889.6	-7
40	18-Inch Metal Flapgate	Each	2	2	0
41	Concrete Manholes	Each	1	1	0
42	Concrete Inlets, Type "D"	Each	2	3	+50
	Remarks: One inlet added at 153+15.				
43	Concrete Inlets, Type G-1	Each	2	2	0
44	Concrete Inlet, Type G-2	Each	1	1	0
45	Concrete Inlets, Type G-2M	Each	10	14	+40
	Remarks: Inlets added at Sta. 117+90, 136+00, 157+90 & 170+50. These were added to meet conditions incountered during construction.				
46	Concrete Inlet, Type B-SL	Each	1	1	0
47	CL-6 Chain Link Fence	Lin. Ft.	6,800	7268.90	+7
	Remarks: Additional fence was to enclose detension basin at Sunnyview. Approval was received from Region.				
48	CL-6R Chain Link Fence	Lin. Ft.	140	134	-4
49	Concrete Curbs	Lin. Ft.	675	677	+0.3

50	Extra For Asphalt Traffic Markers	Lin. Ft.	250	19	-92
	Remarks: This was all the traffic markers required. Original Estimate was in error.				
51	Paved Culvert End Slopes	Sq. Ft.	250	218	-13
	Remarks: All that was required.				
52	Loose Riprap, Class 50	Cu. Yds.	22	28	+36
	Remarks: Additional used at outfall of double 6x4 RCBC.				
53	Roadside Mulching	Acre	4	0	-100
	Remarks: See attached copy of letter from Landscape.				
54	Roadside Seeding & Mulching	Acre	5	7.39	+48
	Remarks: See attached copy of letter from Landscape.				
55	Roadside Seeding & Mulching (Punch In Straw)	Acre	2	0	-100
	Remarks: See attached copy of letter from Landscape.				
56	Removal Of Existing Sign Installation	Lump Sum	All	All	0
57	Sign Support Footings	Lump Sum	All	All	0
58	Breakaway Sing Posts	Lump Sum	All	All	0
59	Type "A" Signs In Place	Sq. Ft.	98	98	0
60	Move & Reinstall Existing Signs	Lump Sum	All	All	0

P. A. NO.	ITEM	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	+ OR - %
1	On-The-Job Training	Hour	3,000	1,165	-61
	Remarks: Trainees were used during the peak work load of the project. The contractor worked with unions and the above hours are what was provided.				
2	Document Substitiution Of 96" Pipe For 90" Pipe	N/A	N/A	N/A	N/A
3	Substitute 42" 12GA CMP For 16GA Aluminum Pipe	Lump Sum	All	All	0
4	Furnish, Install & Remove Temporary Fence	Lin. Ft.	6,174	6,168	-0.1

5	(1) Mobilization	Lump Sum	All	All	0
	(2) Furnish & Install 42" Valve And 32' of 42" Pipe	Lump Sum	All	All	0
	(3) Exploratory Excavation	Lump Sum	All	All	0
	(4) Structural Excavation & Backfill	Cu. Yds.	218	407.60	+87
	Remarks: Original estimate was evidently in error. Changes made during construction would not account for this much increase.				
	(5) Gravel Bedding	Cu. Yds.	41	57.70	+41
	Remarks: Increase due mainly to the increase in area of 6" slab. This was required to provide cover for pipe which was not straight.				
	(6) Furnish And Install Type "A" Wall	Cu. Yds.	3	3.10	+3
	(7) Furnish And Install Type "B" Wall	Cu. Yds.	67	74.40	+7
	(8) Furnish And Install 6" Slab	Sq. Ft.	1,220	1,838.30	+51
	Remarks: Additional slab required to cover 42" pipe which had more curve than precast wall could match.				
	(9) Furnish & Install Reinforcement	Lbs.	4,310	4,493	+4
	(10) Traffic Control	Lump Sum	All	All	0
	(11) Furnish & Install Grate	Each	1	1	0
	(12) Furnish & Install Precast Wall	Lin. Ft.	175	180	+3
	(13) Additional 2"x42" Outlet	Each	1	1	0
6	Eliminate Butterfly Valve From Price Agreement No. 5	Lump Sum	All	All	0
7	Curb & Widening Of 35th	Lump Sum	All	All	0
8	Maintain Illumination Circuits	Lump Sum	All	All	0

8534

8

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

January 25, 1979

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Co.
Contract 8534

The retainage requirement on Contract 8534 has been reduced to $5,000.00. We hereby release securities held in lieu of retainage in the amount of $69,282.00 only. Please notify as of the disposition of these securities.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

BW:cw

cc: Salem Sand and Gravel Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

#8534

January 11, 1979

Salem Sand & Gravel Company
Post Office Box 1008
1375 Front Street N.E.
Salem, OR 97308

Gentlemen:

Time Extension, Contract No. 8534
Silverton Road O'xing-"D" Street U'xing
Marion County
FAP No. I-5-5(68)256

Your request for a time extension on the subject project has been given careful review. A 40 calendar workday extension is hereby granted. Considerations in granting this request were extra work items added under Price Agreements 5, 7 and 8.

Consideration was given to Price Agreement No. 4, temporary fencing, but this work was viewed as not delaying the project.

This extension will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
Robert Church
C. O. Fredrickson
Art Gottfried
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 5, 1979

Salem, Oregon

FILE: CON 5 #8534

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Silverton Road O'xing-
"D" Street U'xing
Marion County
Contract No. 8534

The contractor on the subject project, Salem Sand and Gravel Company, has requested a 30-day increase in the number of calendar workdays in which to complete Phase (b) of their contract. All work to be done under the contract is to be completed under Phase (b). The contractor's request is based on the extra work added under Price Agreements 4, 5, 7 and 8. Pertinent dates are:

Calendar workday count began	7- 1-77	
Work began	6-30-77	
Time expired - Phase (b)	10- 8-78	(375 CWD)
Work completed - Phase (b)	11-17-78	
Overrun time	40 calendar days	

RECEIVED
STATE HWY ENGR
JAN 8 -'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Price Agreement No. 4 provided for furnishing, installing and removal of temporary fencing along the right-of-way. The fence required eleven days to install and two days to remove. Installation took place during the no count time period when there was no other activity on the project. Although the fence was added work, it did not delay or hinder work on the project. No additional time is recommended.

The City was to relocate an existing 42-inch waterline which ran through a proposed detention basin. At the request of the City, this work was added to the contract work under Price Agreement No. 5 to avoid any conflicts. Due to the excessive costs, the detention basin was redesigned to allow the waterline to remain in place. Work involved removal of a 32 foot section of waterline and replacing it with a 32 foot section including a 42-inch valve, and protecting the waterline by constructing a type "B" retaining wall, placing a type "A" precast retaining wall and installing a six-inch slab over the pipe. Work began May 22, 1978 and was completed August 14, 1978. On 34 of the 41 workdays on which extra work was performed, the extra work was considered the major activity on the project by the resident. A review of the weekly reports substantiates this time. Expanding this to calendar workdays (34 x 1.4), a total of 48 calendar workdays should be returned to the contractor. This is sufficient time to grant the contractor's request and eliminate all liquidated damages.

The contractor incurred additional delays not necessary in granting this request. Several days were lost while the City tried to locate the valve which controlled the 42-inch waterline. An intangible amount of time was lost pending the design change as there were several proposals to try

and cut costs. Some minor time was also lost extending curb under Price Agreement No. 7 and reinstalling wiring under Price Agreement No. 8.

It is recommended the contractor be granted a 40 calendar workday increase. This will eliminate all liquidated damages.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
Art Gottfried

E-310 (Rev.)—3M—8-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
NOV 15 1978
OFFICE of RESIDENT ENGINEER

Oregon State Highway Commission
Salem, Oregon 97310

Date October 2, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 375 days to 405 days, within which to complete our Contract No. 8534, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

PRICE AGREEMENT:

#4 Temporary Fence	$10,125.00
#5 Move 42" Waterline	102,933.00
#7 Extend Curb Along 35th Street	1,936.00
#8 Maintain and Reinstall Wiring	1,075.00
	$116,069.00

($116,069.00 / $1,440,208.00 = .08 x 375 = 30 days

Respectfully submitted,

Salem Sand and Gravel Company
Contractor

By Richard Nelson

CONSENT OF SURETY

Date October 13, 1978, 19

We, THE AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol J. Royal
Attorney-in-fact CAROL J. ROYAL (SEAL)

Edward E. Davis
Resident Agent
EDWARD E. DAVIS

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8534 Contractor Salem Sand & Gravel Company

Highway Pacific

Section Silverton Road O'Xing - "D" Street U'Xing

Kind of Work Grading, Paving, Drainage, and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A 40 calendar workday extension is granted for extra work added under Price Agreements 5, 7 and 8.

Recommended for Approval:
I concur with the Resident Engineer's recommendation, since the work performed on these P.A.'s was beyond the scope of the contract.

Asst. Division Engineer

O. B. Jahnsond
For Construction Engineer — Bridge Engineer

State Highway Engineer

SP*4296-734

Contract No.	8534
Project designation	I-5-5(68)256 (State-Federal)
Date awarded	June 20, 1977
Work started	June 30, 1977
Per cent completed	99% 12-4-78 (Date)
No. of Calendar Workdays Allowed	375
No. of Calendar Workdays Used	405
No. of Added Calendar Workdays Requested	30

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 18, 1978

FROM: Merlyn A. Anderson
Acting Landscape Architect

TO: Art Gottfried
Resident Engineer

SUBJECT: Silverton Road Overcrossing-
D Street Undercrossing
Pacific Highway
Marion County
Contract No. 8534
Seeding and Mulching

This is to verify that our office requested by phone that you eliminate the item "Roadside seeding and mulching (punch in straw)" from the contract.

This project provided us an excellent opportunity to test a new mulch product, "Grass Mulch", which eliminates the need of punching the straw into the surface area.

RECEIVED
DEC 21 1978
OFFICE of RESIDENT ENGINEER

MAA:ab

8524

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-110		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	12-1	Project Number I-5-5(68)256

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,585,350	$ 1,604,553
Federal funds	$ 1,462,326	$ 1,480,039
Other revisions		

This modification is made for the following reasons:

To include an additional approved item and increase in bid quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

file

Oregon State Highway Division
Salem, Oregon November 27, 1978

Federal Aid Project
No. I-5-5(68)256

SILVERTON RD. O'XING - "D" ST. U'XING
PACIFIC HIGHWAY
MARION COUNTY

Revised Project Agreement Estimate.

Type Code Y007
Roadway Drainage (Sta. 115+75 to Sta. 191+25)

Subtotal of Previous Estimate of August 14, 1978			$ 1,556,397.52

Previous Estimate

1" - 0 Aggretate Base	1,500 Tons	4.50	$ 6,750.00
Class "C" Asphalt Concrete	450 Tons	19.60	8,820.00
Concrete in Miscellaneous Strs.	142 cu. yd.	250.00	35,500.00
12" Sewer Pipe	260 Lin. Ft.	12.00	3,120.00
		TOTAL	$ 54,190.00

Revised Estimate

1" - 0 Aggretate Base	2,171 Tons	4.50	$ 9,769.00
Class "C" Asphalt Concrete	780 Tons	19.60	15,288.00
Concrete in Miscellaneous Strs.	155 cu. yd.	250.00	38,750.00
12" Sewer Pipe	500 Lin. Ft.	12.00	6,000.00
PA8 Maintain Illum. Circuits		All Required	1,075.00
		TOTAL	$ 70,882.00
		Increase	$ 16,692.00
		Subtotal	1,573,089.52
		Engineering	235,963.48
		TOTAL	$ 1,809,053.00

Length of Project ---------- 0.00 mile

Work Retained in Program Status
(Not included in Totals below)

City of Salem Water Mains (C.F.)	All Required	$ 110,000.00
Maintain & Reinstall Illum. Circuits (S.F.)		7,500.00
Total Project Cost		1,809,053.00
City of Salem Funds		* (204,500.00)
	Total	$ 1,604,553.00
Federal Funds (92.24%)		1,480,039.00
State Funds		124,514.00
	Total	$ 1,604,553.00

City of Salem Funds

Salem Contribution	$240,000.00
Right of Way Cost (Est.)	(35,500.00)
	$204,500.00

Group 1 - 100%
Contract No. 8534
Prefix: 624-1020

9534

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 20, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received collateral receipt 18559 for savings certificate 096245 for $737.00 maturing December 16, 1978.

This increases the total on deposit for this project to $74,282.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand And Gravel Company

BC: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8534

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Silverton Rd. - "D" St.		WEEK ENDING: November 18, 1978
HIGHWAY: Pacific		SECTION PREFIX: 624-1020
NAME OF JOB: Silverton Rd.-"D" St.		COUNTY: Marion
CONTRACTOR: Salem Sand and Gravel Co., Inc.	KIND OF WORK: Grading, Paving, Drainage, and Signing	
DATE OF CONTRACT: June 20, 1977	CONTRACT NUMBER: 8534	FEDERAL AID PROJECT NUMBER: I-5-5(68)256
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	DATE WORK STARTED: June 30, 1977	ESTIMATED COMPLETION DATE: 11/17/78
	SPECIFIED WORK DAYS: Work	WORK DAYS USED: Work
PROJECT AUTHORIZATION: $1,761,252.75	SPECIFIED CALENDAR DAYS: (b) 375	CALENDAR DAYS USED: (b) ~~XXX~~ 415
EXCLUSIVE OF ENGINEERING: $1,636,008.11	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 111
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,565,523.37	ENGINEERING AUTHORIZATION: $125,244.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	ENGINEERING COST TO DATE: $112,294.99	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: (a) 9/10/77 (b) 11/17/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100		100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					.15
MILES PARTIALLY COMPLETED					.15
MILES COMPLETED					.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)					450 Tons
TOTAL QUANTITIES CORRECTED TO DATE					625 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					625 Tons
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0
EQUIPMENT USED DURING THE WEEK:					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6x4 RBC	96" Pipe	78" Pipe	72" Pipe	54" Pipe			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Clear Cold	410		
MONDAY 13	Clear Cold	411		
TUESDAY 14	Clear Cold	412		
WEDNESDAY 15	Cldy Showers	413		
THURSDAY 16	Cldy Rain	414		
FRIDAY 17	Cldy Showers	415		Job Complete.
SATURDAY 18				

RECEIVED
NOV 20 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No Activity.
MONDAY 13	No Activity.
TUESDAY 14	No Activity.
WEDNESDAY 15	No Activity.
THURSDAY 16	Completed realigning fence.
FRIDAY 17	Completed grading detention basin. Job Complete.
SATURDAY 18	No Activity.

REMARKS

Job Complete 11/17/78.

SIGNED Art Gottfried LOCATION Salem

Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8534

9

ROBERT W STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 25, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received collateral receipt 15748 for preferred savings certificate 6223 for $1,300 maturing October 20, 1978.

This increases the total on deposit for this project to $73,545.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8534

4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

August 22, 1978

The Oregon Bank
Salem Branch
600 Center N.E.
Salem, OR 97301

RE: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received collateral receipt 15737 for preferred savings certificate 6206 for $3,882.00 maturing September 16, 1978.

This increases the total on deposit for this project to $72,245.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

cc: Salem Sand and Gravel Company

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

RECD
C. W. HEAD

Form 81 734-3122

8534.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-131		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 1	8-18-78	Project Number I-5-5 (68) 256

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,424,565.00	$ 1,585,350.00
Federal funds	$ 1,314,018.00	$ 1,462,326.00
Other revisions		

This modification is made for the following reasons:

To include increase in cost of additional approved price agreements and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August , 19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bussom
(Division Administrator)

For: G. L. Green

58717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No. I-5-5 (68) 256

Silverton Rd. O'Xing-D St. U'Xing Section
Pacific Highway Division
Marion County

Revised Project Agreement Estimate

Type Code Y007
Roadway Drainage (Sta. 115+75 to Sta. 191+25)

Subtotal of previous estimate of June 29, 1977				$1,448.058.00
Additional Approved Items				
PA # 30501 Mobilization		Lump Sum		$ 10,287.00
PA # 30502 Furnish & Install 42" valve and 32' of 42" pipe		Lump Sum		23,560.00
PA # 30503 Explatory Excavation		Lump Sum		630.00
PA # 30504 Struct. Exc. & Backfill	218 co. yd.		10.00	2,180.00
PA # 30505 Gravel Bedding	41 cu. yd.		12.00	492.00
PA # 30506 Furn & Inst. Type A Wall	3 cu. yd.		340.00	1,020.00
PA # 30507 Furn & Inst. Type B Wall	67 cu. yd.		288.00	19,296.00
PA # 30508 Furn & Inst. 6" slab	1220 sq. ft.		2.20	2,684.00
PA # 30509 Furn & Inst. Reinf. Steel	4310 lbs.		0.40	1,724.00
PA # 30510 Traffic Control		Lump Sum		500.00
PA # 30511 Furnish & Inst. Gate	1 each		360.00	360.00
PA # 30512 Furn & Inst. Precast Wall	175 Lin. Ft.		288.00	39,900.00
PA # 30513 Additiona 2"x42" outlet	1 each		300.00	300.00
PA # 30701 Curb & Widening of 35th St.		Lump Sum		1,936.00
PA # 30301 Sub 42" 12 ga. CMP for 16 ga Alum. Pipe		Lump Sum		1,000.00
PA # 30401 Furn. & Inst. & Remove Temp. Fence	6,168 Lin. Ft.		1.64	10,115.52
PA # 30601 Eliminate Butterfly Valve from P.A. # 5			Deduct	-7,645.00
		Increase		$ 108,339.52
		Subtotal		1,556.397.52
		Engineering		233.452.48
		Total		$1,789.850.00

Length of Project ---- 0.00 mile

Work Retained in Program Status (Not included in totals below)		
City of Salem Water Mains (C.F.)	All Required	$ 100,000.00
Maintain & Reinstall Illum. Circuits (S.F.)	All Required	7,500.00
		$1,789,850.00
		*(204,500.00)
Total Project Cost		$1,585,350.00
City of Salem Funds		$1,462,326.00
Federal Funds (92.24%)		123,024.00
State Funds		

City of Salem Funds

Salem Contribution	$ 240,000.00
Right of Way Cost (Est.)	(35,500.00)
	$ 204,500.00*

Group 1 - 100%
Contract No. 8534
Prefix 624-1020

8534

STATE COPY 9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-79	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-7-77	State Oregon County Marion Project No. I-5-5(68)256

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, "D" St. U'xing, N. 1.43 Mile

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-77	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,424,565	$ 1,314,018

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 7 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

F log

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, June 29, 1977

FEDERAL AID PROJECT
NO. I-5-5(68)256

SILVERTON ROAD O'XING - D STREET U'XING SECTION
PACIFIC HIGHWAY DIVISION
MARION COUNTY

Project Agreement Estimate.

Type Code Y007

Roadway Drainage (Sta. 115+75 to Sta. 191+25)

Mobilization	All Required		$ 122,124.00
Temporary Protection and Direction of Traffic	All Required		
Temporary Signs	1,121 sq. ft.	2.50	6,000.00
Temporary Barricades	3 only	90.00	3,030.00
Temporary Guardrail, Type 2A (Lighted)	125 lin. ft.	12.00	270.00
Temporary Guardrail, Type 3 (Lighted)	175 lin. ft.	19.00	1,500.00
Moving Temporary Concrete Barrier	313 lin. ft.	5.00	3,325.00
Temporary Plastic Safety Markers	38 only	30.00	1,565.00
Flagmen	2,500 hour	16.40	1,170.00
Clearing and Grubbing	All Required		41,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Ditch Excavation	390 cu. yd.	3.60	6,960.00
General Excavation	32,640 cu. yd.	1.40	1,404.00
Trench Excavation	6,970 cu. yd.	3.00	45,696.00
Finishing Roadbed and Slopes	All Required		20,910.00
Watering	425 M-Gal	6.40	7,488.00
1"-0 Aggregate Base	1,500 ton	4.50	2,720.00
Class "C" Asphalt Concrete	450 ton	19.60	6,750.00
Double 6'X4' Reinforced Box Culvert	2,335 lin. ft.	185.00	8,820.00
Extra for Concrete Boxes Under Pavement	112 lin. ft.	42.00	431,975.00
Installing Concrete Boxes Under Highway	272 lin. ft.	444.00	4,704.00
Concrete-in Miscellaneous Structures	142 cu. yd.	250.00	120,768.00
Reinforcement in Miscellaneous Structures	24,270 lb.	0.20	35,500.00
Precast Manhole Cones	7 only	122.00	4,854.00
Precast Manhole Risers	14 lin. ft.	41.00	854.00
Manhole Cover and Frame Units	10 only	180.00	574.00
Metal Culvert Grates	1,110 lb	2.40	1,800.00
			2,664.00

12-inch Sewer Pipe	260 lin. ft.	12.00	3,120.00
15-inch Sewer Pipe	100 lin. ft.	14.00	1,400.00
18-inch Sewer Pipe	210 lin. ft.	14.00	2,940.00
42-inch Sewer Pipe	100 lin. ft.	74.00	7,400.00
54-inch Sewer Pipe	876 lin. ft.	88.00	77,088.00
72-inch Sewer Pipe	440 lin. ft.	96.00	42,240.00
78-inch Sewer Pipe	1,310 lin. ft.	110.00	144,100.00
90-inch Sewer Pipe	1,400 lin. ft.	120.00	168,000.00
48-inch Arch, Type Pipe	30 lin. ft.	36.00	1,080.00
60-inch Arch Type Pipe	8 lin. ft.	79.00	632.00
Extra for Pipe Under Pavement	145 lin. ft.	27.00	3,915.00
Bedding Material	960 cu. yd.	9.60	9,216.00
18-inch Metal Flap Gates	2 only	246.00	492.00
Concrete Manholes	1 only	768.00	768.00
Concrete Inlets Type D	2 only	420.00	840.00
Concrete Inlets, Type G-1	2 only	444.00	888.00
Concrete Inlets, Type G-2	1 only	420.00	420.00
Concrete Inlets, Type G-2M	10 only	408.00	4,080.00
Concrete Inlets, Type B-SL	1 only	444.00	444.00
CL-6 Chain Link, Fence	6,800 lin. ft.	6.30	42,840.00
CL-6R Chain Link Fence	140 lin. ft.	7.60	1,064.00
Concrete Curbs	675 lin. ft.	3.00	2,025.00
Extra for Asphalt Traffic Markers	250 lin. ft.	1.20	300.00
Paved Culvert End Slopes	250 sq. ft.	4.20	1,050.00
Loose Riprap, Class 50	22 cu. yd.	20.50	451.00
Roadside Mulching	4 Acre	390.00	1,560.00
Roadside Seeding and Mulching	5 Acre	510.00	2,550.00
Roadside Seeding and Mulching (Punch in Straw)	2 Acre	630.00	1,260.00
SIGNING			
Removal of Existing Sign	All Required		930.00
Installation	All Required		2,322.00
Sign Support Footings	All Required		5,874.00
Brekaway Sign Posts	98 sq. ft.	15.00	1,470.00
Type "A" Signs in Place	All Required		3,024.00
Move and Reinstall Existing Signs			
			$1,440,208.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 200.00
Temporary Erosiong Control	All Required		5,000.00
On-the-Job Trainees (3 @ $800)	All Required		2,400.00
Concrete Barrier (S.F.) (125 lin. ft. at $2.00)	All Required		250.00
	Subtotal		$ 7,850.00
	Engineering		$1,448,058.00
	TOTAL		181,007.00
			$1,629,065.00

Length of Project . . . . . 0.00 mile

Work Retained in Program Status
(not included in totals below)

City of Salem Water Mains (C.F.)	All Required	$ 110,000.00
Maintain & Reinstall Illum. Circuits (S.F.)	All Required	7,500.00

Total Project Cost	$1,629,065.00
City of Salem Funds	*(204,500.00)
	$1,424,565.00
Federal Funds (92.24%)	$1,314,018.00
State Funds	110,547.00

City of Salem Funds

Salem Contribution	$ 240,000.00
Right of Way Cost (Est.)	(35,500.00)
	$ 204,500.00*

Group 1 - 100%
Contract No. 8534
Prefix 624-1020

8534

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

July 17, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

We have received collateral receipt 15729 for preferred savings certificate 6189 for $888.00 maturing August 12, 1978.

This increases the total on deposit for this project to $68,363.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 81-704-3122

8534

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

June 21, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received collateral receipt 15725 for Preferred Savings Plan #6167 for $3,245.00 maturing July 16, 1978.

This increases the total on deposit for this project to $67,475.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 81-734-3122

8534

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 9, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

We have received collateral receipt 15717 for the $64,230.00 in certificates held in lieu of retainage on this project.
There is no charge in the total deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

RECD
C.W. HEAD

Form 81-734-3122

8534

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 1, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Attention: Debbie Benson

Re: Salem Sand and Gravel Company
Contract 8534

We are returning to your office the original saving certificates and assignments. Face value totals $64,230. Will you please furnish our office with a safekeeping receipt in accordance with the attached letter.

These deposits are to be held in lieu of retainage on this project until released by the Oregon State Highway Division.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett

C. W. HEAD

8534

750 N.E. Columbia Boule
Post Office Box 11097
Portland, Oregon 97211
(503) 285-2531

Ameron
Pipe Division
Northwest
#1572

April 28,1978

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please be notified that as of the 28th day of April, 19 78 Ameron Pipe Division - Northwest has commenced to deliver materials consisting of 42" Concrete Cylinder Pipe and other associated products to Salem Sand & Gravel whose business address is P.O. Box 1008, Salem, OR 97308 for use on the project known as 200 Feet South of Silverton Rd & 35th St.

We also notify you that in case of nonpayment by the contractor, his bond will be held for payment for the same.

This notice is given in compliance with the laws of the State of Oregon, governing materials furnished to contractors on public jobs, and should not be considered any reflection on the financial responsibility of the contractor.

Please acknowledge receipt on the enclosed copy of this letter and return to us in the self-addressed, stamped envelope provided for your convenience.

Very truly yours,

S. H. Scott
Controller

SHS:kte
Enclosure

Orig returned to Ameron 5/4/78 (tpm

RECEIPT ACKNOWLEDGED: ODOT — Highway Division
Name of Agency

By: C. A. Heed
Date: 5/3/78

8534

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 19, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received safekeeping receipt 6128 for $550.00 maturing April 10, 1978.

This increases the total on deposit for this project to $64,230.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8534

8

ROBERT W STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 21, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received safekeeping receipt 6084 for $275.00 maturing March 18, 1978.

This increases the deposit on this project to $63,680.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett , Jr. (Att.)

RECEIVED
FEB 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8534

9

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 17, 1978

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received safekeeping receipt 6042 for $605.00 maturing February 12, 1978.

This increases the deposit on this project to $63,405.00

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8534

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1977

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

Gentlemen:

We have received safekeeping receipt 6026 for $11,500.00 maturing January 14, 1978.

This increases the deposit on this project to $62,800.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

8534

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 20, 1977

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

We have received safekeeping receipt 13450 for $9,787 maturing January 4, 1978.

This increases the deposit on this project to $51,300.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

#8534

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

We have received your safekeeping receipt 13439 in the amount of $18,723 maturing January 4, 1978.

This increases the deposit on this project to $41,513.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Salem Sand and Gravel Company

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8534

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 17, 1977

The Oregon Bank
Salem Branch
605 Center N.E.
Salem OR 97301

Re: Salem Sand and Gravel Company
Contract 8534

We have received your safekeeping receipt 13410 in the amount of $22,123.00 maturing January 4, 1978.

This increases the deposit on this project to $22,790.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8534

7-22-77

cc: OSHD (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Marion	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
7-22-77	P. V. Riedl, Area Engr.		I-5-5(68)256

IN COMPANY WITH
Art Gotfried, Res. Engr., Steve McNabb, Asst. Hydraulic Engr., Tom Bricher, OSHD, Bob Royer, Const. Engr. Region 2

LOCATION
Interstate 5 in Salem, Oregon "D" Street U'xing north for 1.43 miles.

CONTRACTOR NAME AND ADDRESS
Salem Sand & Gravel Co. 1375 Front St. N.E. Salem, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
6-20-77	$1,440,208.00	a) 100 b) 375	7-1-77	6-30-77
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	a) 23 b) 6	4%	

RECEIVED
STATE HWY ENGR
AUG 1 1 '77
REFER TO
FOR
Info | Liaison | R/D | D/R | Sig | Art | File

REMARKS

INTERSTATE 5
SILVERTON RD. O'XING "D" & ST.
Grading, Paving, Drainage & Signing

orig to

The project is located on the Interstate 5 Section of the Salem Bypass from Silverton Rd. to "D" Street.

The work consists of the construction of an extensive storm drainage system, also grading, aggregate base, asphalt concrete pavement and the installation of signs.

Scope of Inspection:

The inspection covered a review of the construction work accomplished to date, contract administration and materials incorporated into the project.

Work Completed:

The contractor has the following work completed:
Clearing and fence removed,
Excavation and bedding material, for dbl. 6 x 4 box complete form Station 117 to 127+60,
Reinforcement for bottom slab of dbl. 6 x 4 box Sta. 117 to 124,
Complete pouring barrel of dbl. 6 x 4 box sta. 117. to 119+70.

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used.

Work in Progress:

The contractor was pouring the bottom slab of the double 6 x 4 box from 120+50 to 120+90 and the top and sides Sta. 119+30 to 119+70. He completed the clearing and fence removal today.

Findings and Recommendations:

This project was set up as a stage of the overall safety work being planned for this section of the interstate. This portion of the work consists of the installation of additional storm drainage system involving storm sewers, appurtences (e.g. manholes, ilets, holding ponds etc.) flatten embankment side slopes with any excess excavation material.

The contract was set up for two completion times:

a. completion of the detention basin last of station 190 shall be completed before the elapse of 100 calendarddays;

b. all work under the contract is to be completed before the elapse of 375 calendar workdays.

The materials incorporated into the project to date consist primarily of concrete and reinforcing steel in the box culvert. Testing to date shows the material to be within the required specifications. The cylinder breaks are just being accomplished and they are showing acceptable strength for the concrete poured.

The contractor has placed the required signs on the project for traffic control and has also placed signs and cones on the freeway to alert drivers of possible danger of the work progressing adjacent to the shoulder. Traffic is progressing through the work areas satisfactorily.

The contractor has assigned an EEO officer on the project; he is Bruce Smith of the Salem Sand and Gravel Co. A check shows that the payrolls are being submitted satisfactorily.

A price agreement has been submitted covering the training for the project. Three men have been set up; an operating engineer, laborer and carpenter.

A price agreement has also been set up substituting a 96" culvert for the 90" set up in the contract at no change in price. The contractor has the forms for a 96" pipe and requested the change.

The wokk on the project is progressing satisfactorily and if weather permits the culvert work should be completed this fall.

8534

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 19, 1977

The Oregon Bank
Salem Branch
605 Center N.E.
Salem, OR 97301

Re: Salem Sand and Gravel Company

We have received your safekeeping receipt 1481 in the amount of $667 maturing January 4, 1978.

This deposit is in lieu of retainage on Contract 8534.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Salem Sand and Gravel Company

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

8534

13

May 16, 1977

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5801

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the storm drainage system adjacent to the Salem Bypass (I-5).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Mr

Enclosure

bc: Don Harwell (agreement attached)

8534

1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/77
Harold L. Rust

All Clear Deadline 5-26-77 Bid Letting _____

SECTION Silverton Rd - "D" St.
Highway Pacific Hwy.
County Marion Region _____
Type of Work Drainage, C.P. Funds FAI
State __ Consultant __/ Plans Avail. __ Yes __ No
I-5-5(68)256

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X				No significant problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					Retention Ponds - Permit N/A On-site Construction.
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8534

15

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 19, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Silverton Road Overcrossing-
"D" Street Undercrossing Section
Pacific Highway
Marion County

We are requesting a public interest finding in the State furnishing the following item on the project:

State furnished concrete
median barrier — 125 Lin. Ft. @ $2.00 = $250.00

The concrete barrier will be used in the temporary protection and direction of traffic on the project.

This material was purchased from previous projects. Credits to previous projects and charges to the subject project will be made when the actual quantity used has been determined.

The concrete median barrier is stored at Baker Quarry on Battle Creek Road about 6-1/2 miles south of Salem.

The contract specifications will require the contractor to load and transport the barrier to the project and return it to the Quarry on completion of the work.

The above was discussed with and tentatively approved by Mr. Reidl of the F.H.W.A.

Form 81-734-3122

We feel it is in the public interest to use this material to conserve State funds previously expended and to save energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
D. H. Moehring
J. Sheldrake
D. E. Swan
Art Brummitt
Fred Eriksen

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8534

1-5

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
April 14, 1977

Duane O. Christensen
Final Design Engineer

John Sheldrake
Region II Engineer

Silverton Road Overcrossing-
"D" Street Undercrossing
Pacific Highway
Marion County

At the plans-in-hand review for the subject project on April 5, 1977, you requested that we consider a special pay item for connecting small drainage pipes into the reinforced concrete box culverts and large diameter sewer pipes. The contractor is being given the option of furnishing cast-in-place, or precast pipe, for the sewer trunk, which complicates designating blind connections as a separate pay item.

At this point in time we do not have sufficient time to develop the specifications, etc., to implement this as a separate pay item. Connections will be handled as per the Standard Specifications.

DOC:az
cc: A. Brummitt
F. Eriksen

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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APR 15 1977
ROAD DESIGN SECTION

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Bring Up / /
Other

8534

1-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 13, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Silverton Road Overcrossing-
"D" Street Undercrossing Section
Pacific Highway
Marion County

TO: MEMO TO THE FILES

The east side drainage system and its crossing of the freeway and 35th Place will not be constructed under the upcoming drainage project. It will be shown as future work, with the concept and design to be reviewed prior to its construction to see that it is still an appropriate design at that time.

Mr. Macnab of the Hydraulics Unit advised that there would be no drainage problems involved at this time by not building the east side system.

This decision was discussed with Mr. Dave VanDyke, City of Salem, on Wednesday, April 13, 1977, and he agreed that there should be no problems in proceeding on this concept.

I also discussed with Mr. VanDyke the need to contact all property owners along the west side system to appraise and get their concurrence to the work being proposed. He indicated they were in the processes of doing this and would let me know the status of these contacts.

The question on location of the 42" water main along 35th Place near Sunnyview was also raised and Mr. VanDyke said he would get us an answer by Friday, April 15, 1977.

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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DOC:az
cc: E. S. Hunter
F. E. Terpin
J. Sheldrake, Region II
Paul Reidl, F.H.W.A.
David VanDyke, Salem
A. Brummitt
F. Eriksen

8534

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 11, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Silverton Road Overcrossing-
"D" Street Undercrossing Sec.
Pacific Highway
Marion County

Preliminary plans for the project were reviewed April 5, 1977, in a meeting at the Region 2 office and a subsequent field inspection.

Participating in the review were:

Duane O. Christensen, Final Design Engineer, OSHD
John W. Sheldrake, Region Engineer, OSHD
Gerald Wimer, Region Construction Engineer, OSHD
Bryant Jackmond, Field Construction Engineer, OSHD
Rod Henry, Region Right-of-Way Supervisor, OSHD
Ted Litchfield, Region Operations Engineer, OSHD
Norman Harker, Engineer, City of Salem
Art Gottfried, Resident Engineer, OSHD
Tom Bricher, Structural Designer, OSHD
Eddie Welsh, Region Environmentalist, OSHD
Paul Galloway, Specifications, OSHD
Chuck Tedrow, Traffic Protection, OSHD
Rick Kuehn, District Engineer, OSHD
Jim Valentine, Region Utility Engineer, OSHD
Steve Macnab, Hydraulics Unit, OSHD
Frank Roberts, Designer, OSHD
Fred Eriksen, Design Engineer Supervisor, OSHD

The following plan and specification details were discussed:

1. It was requested the main roadway fill slopes along the frontage road (35th Place) be flattened to 3:1 to facilitate mowing. It was recognized that a curb might be required to accomplish the flattening. We will review the cross-sections and investigate methods of flattening the slopes.

2. The Region asked that we review the main roadway slope along the Sunnyview detention basin to determine if it could be flattened to 3:1.

3. It was recommended the specifications indicate the contractor would not be permitted to store or stockpile materials on the freeway shoulders and that the use of the freeway for construction along 35th Place would not be permitted.

4. It was proposed that the manhole right of Sta. 180 be moved into the interchange island.

5. The dike Sta. 124+10 to 127+60, it was proposed, should have a pipe with flap gate to prevent blocking drainage. The field inspection indicated random filling would be too extensive. Mr. Gottfried has made a field review and recommended a location for the pipe.

6. Mr. Macnab indicated filter cloth should be added under the class 50 riprap.

7. Bedding material for the culvert installation along the west side of the freeway was thought to be necessary because it is in the existing ditch location for much of its length.

8. At the Market Street box culvert installation the Utility adjustments should be required to be completed beforehand. The telephone conduit adjustment schedule will be determined by the Utility Engineer's and should be included in the specifications.

9. Region requests gratings on ends of all culverts 36" and larger. It was indicated the problem was with people.

10. Grout holes should be added to the top of precast box sections for those to be jacked.

11. A joint detail should be added to the manhole on Sheet 3 of the Bridge plans.

12. It was proposed the 18" pipe at Sta. 165+ should be connected to the 90" pipe. We will work out a connection.

13. Requested that manholes be added to boxes at Sta. 123 and 127+65 and side pipes brought into the manholes.

14. Region requested addition of notes on the plan sheets indicating pipes are to be connected.

15. It was pointed out that in some cases the trunk pipe or box will be installed and backfilled before the smaller pipes can be connected and the trench excavation quantities should be estimated accordingly.

16. The fence on the west side adjacent to the culvert installation should be removed during the work and replaced later.

17. Recommended the box size from Sta. 183+95 to 184+36 be changed from 4' x 3.5' to 6' x 4' to eliminate the short piece of odd size box on the project.

18. Region recommended the One Lane Closure as shown on Sheet 2G not be permitted Fridays, Saturdays or Sundays - holidays, etc.

19. The concrete barrier for use at Market Street stage construction will be furnished by the State. The contractor will pick-up and return it to the Battle Creek Quarry Site.

20. The work on city streets involving stage construction or closures (Market Street, Sunnyview and 35th) is to be done at separate times.

21. A.C. traffic markers in Market Street Interchange that will be removed by the construction should be replaced.

22. Region requested we review the temporary barrier for the Market Street Interchange attempting to use concrete barrier.

23. Haul access to the freeway, from the detention basin between Market and "D" Streets will not be permitted. The haul hours should be limited to the period between 8 a.m. and 6 p.m.

24. The specifications should require the contractor to be responsible for maintaining the continuity of the drainage water flow.

25. Region requested seeding and mulching specifications requiring the contractor to do some work the first year. It was thought the use of straw punched in with a sheepsfoot roller would be helpful in controlling slope erosion. Requested that $5,000.00 allowed for temporary erosion control.

26. An access hole was requested at the outlet of the 58" x 36" pipe at Sta. 184+36, Right.

27. It was recommended that overhaul not be a pay item.

FE:az
cc: To All Participants

1 Verstaeg ✓
Olson
2 Christensen DOE
Scott
Jk copy Swenson
Savage
Trout

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 4, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Silverton Rd. O'xing-"D" St. U'xing Sec.
Pacific Highway
Marion County

TO: MEMO TO THE FILES

A meeting to discuss the handling of traffic on city streets affected by the construction work was held the afternoon of March 29, 1977, in the ODOT conference room.

The meeting was attended by:

Duane O. Christensen, Final Design Engineer, OSHD
Dave Van Dyke, Chief Design Engineer, City of Salem
Lou Garrisson, Traffic Engineer, City of Salem
Norman Harker, Civil Engineer, City of Salem
Jack Allaway, Bridge Design Section, OSHD
Frank Roberts, Designer, OSHD
Chuck Tedrow, Traffic Protection, OSHD
Paul Galloway, Specification Section, OSHD
Fred Eriksen, Design Engineer Supervisor, OSHD

A copy of our plan for handling traffic on Market Street was exhibited. The plan will channel the four traffic lanes into two lanes (one each direction) past a half-roadway excavation. The work will be done in half sections, one side being completed in one day. Mr. Van Dyke and Mr. Garrisson indicated they had handled the traffic similarly on Silverton Road to install a culvert. Traffic will be controlled with cones, plastic safety markers and barricades. Concrete barrier will be used at the excavation area. Because of the type of traffic control measures the work should be performed during daylight hours. Business accesses in the area will be kept open, although there may be some inconvenience. Compensation for temporary loss of access or inconvenience was suggested for difficult situations. The City people indicated they would not like to see that practice started.

Sunnyview Road can be closed for two or three days while the culvert is installed through the road. The City indicated it would not be necessary to sign an alternate route, just post the closed area.

The haul route for the excavation from the detention basin between Market and "D" streets is preferably on city streets. Our Traffic Section has indicated that haul access to the freeway directly opposite the detention basin would create problems with freeway traffic intending to use the off-ramp. The haul route we propose is: 37th Place to "D" St.,

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
3 Swenson Bray
Savage

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Other

"D" St. to Hawthorne, Hawthorne to Sunnyview, east on Sunnyview to the east side of the freeway right-of-way. This route was acceptable to the City. It was pointed out, however, that 37th Place is unimproved, and that a dust free haul road surface should be provided. It was requested that we require the clean up each day of spilled materials along the haul route.

An order of construction work was discussed. It was decided it would be sufficient to require the contractor to maintain the continuity of waterflow.

Mr. Van Dyke pointed out that the paving width for the relocated section of 35th Place should be 34-feet instead of 32-feet. The 42-inch City water line in this area will be relocated by the City in February-March period of 1978. Mr. Van Dyke will advise us shortly, whether it will be to the east or west side of the relocated street.

Mr. Van Dyke indicated the City was about ready to go with their contract for a storm sewer from "D" Street into the detention basin and west to the freeway. Their contract is to specify a June 15, 1977, completion date. Excavation of the detention basin by our contractor can begin after the City contract is completed.

FE:az
cc: All Participants

8535 Burlington Northern R.R. 1977
Depot (Salem) Sec.
(Grading, paving & facilities)

H. R. 802 5-6-77

8535 D 2

CON 5
#8535

November 19, 1979

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Attention: Edward J. Dunn
Claims Supervisor

Gentlemen:

Reference is made to your letter of November 15, 1979, concerning the RDM Constructors, Inc. Contract No. 8535, Burlington Northern Railroad Depot in Salem, Marion County.

This contract was completed on September 29, 1978, and accepted February 12, 1979.

The only claim that has been filed in this office is that of L & R Landscape, Inc., for landscape and irrigation work in the amount of $3,188.07.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

November 15, 1979

Dept. of Transportation
Transportation Bldg.
Salem, Oregon 97310

Re: Our Principal: R.D.M. Contractors Inc.
Obligee: State of Oregon
Bond No. 63-0120-2084-77
Contract No: 8535
File No: 6300 S5000184-2

Attn: Mr. C.W. Head

Dear Mr. Head:

As Surety for R.D.M. Contractors Inc. we have been presented with a claim from A & R Landscape Inc.

I have been trying to determine when the contract has been completed and accepted. I would appreciate your advising this office as soon as possible and also advising whether or not you know of any other outstanding claims. Thank you for your cooperation.

Very truly yours,

Edward J. Dunn
CLAIMS SUPERVISOR

EJD:as

NOTED
C. W. HEAD

RECEIVED
NOV 16 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8535

June 12, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

A post-final payment for $283.29 will be made to RDM Constructors, Inc., on Contract No. 8535 for work on the Burlington Northern Railroad Depot in Salem, Marion County, as soon as the warrant is prepared.

The total amount paid on this contract will be $273,723.99 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc RDM Constructors, Inc.
425 Rural Ave. S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

February 13, 1979

United States Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8535 awarded to RDM Constructors, Inc., for work on the Burlington Northern Railroad Depot in Salem, Marion County, was completed on September 29, 1978, and accepted by the State Highway Engineer on February 12, 1979.

Final payment in the amount of $2,613.10 will be released to the contractor after February 20, 1979. The total contract amount is $273,440.70 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fka

cc RDM Constructors, Inc.
425 Rural Ave., SE
Salem, OR 97302

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

February 6, 1979

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8535 , Work Completed September 29, 1978

Project Burlington-Northern RR Depot (Salem)

Highway ----

County Marion

Type of Work Grading, Paving and Facilities

Contractor R. D. M. Constructors, Inc.

Recommended Acceptance Date February 12, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

2-13-79

APPROVED
STATE HIGHWAY ENGINEER

Date 2-12-79

8535

January 19, 1979

R D M Constructors, Inc.
425 Rural Avenue, S.E.
Salem, OR 97302

Gentlemen:

Time Extension
Burlington Northern Railroad Depot (Salem)
Marion County
Contract No. 8535

On January 17 we forwarded a letter to you for time extension on this project. The letter contained an error. The extension of the specified completion date should read May 31, 1978.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc C. T. Keasey
Robert Church
C. O. Fredrickson
Warren Mueller
Richard Hacek

8535

January 17, 1979

R D M Constructors, Inc.
425 Rural Avenue, S.E.
Salem, Oregon 97302

Gentlemen:

Time Extension
Burlington Northern Railroad Depot (Salem)
Marion County
Contract No. 8535

Your request for an extension in the number of calendar days in which to complete the above contract has been given careful review. A 46 calendar day increase in the specified completion is hereby granted. This will extend the specified completion to May 31, 1979. Considerations in granting this request were delayed due to the redesign in the heater installation, plan elevation revision and extra work added under Price Agreements 2, 12 and 15.

Additional extra work items were considered, but were not viewed as delaying the project. There remains six days liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr dc

bc C. T. Keasey
Robert Church
C. O. Fredrickson
Warren Mueller
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 16, 1979

FILE: CON 5 #8535

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Burlington Northern Railroad
Depot (Salem)
Marion County
Contract No. 8535

R D M Constructors, Inc., contractor on the subject project, has submitted a request for time extension. The contractor has neglected to indicate the amount of time he is requesting, but has claimed delays due to rain, design change, inadequate plans and railroad work. Pertinent dates are:

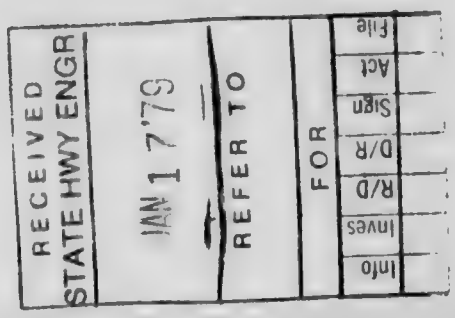
Contract award	May 31, 1977
Work began	June 22, 1977
Specified completion	April 15, 1978
Work completed	September 29, 1978

The time set up for this project was probably excessive since the contractor apparently never made any real attempt to pursue the work. The contractor had other projects under contract which received priority. Work was performed after hours and on weekends on several occasions. Still, the contractor did incur delays which entitle him to additional time.

The contractor claims that landscape and roofing work was practically impossible to perform due to rainy weather. These items of work were performed when unfavorable weather is not uncommon due to the fact that the contractor was several months off his original schedule. Had the roof been constructed earlier in the project, as anticipated, conditions would have been more favorable. Reasonably predictable weather is not a valid reason for an adjustment of time. No additional time is recommended.

The heating system could not be installed as shown on the plans. The contractor was delayed from January 12 until February 16, 1978 while necessary design changes were being made. The change was documented by P.A. 10. Installation of the dry wall could not proceed without heat in the building. Lack of pursuit of the roofing operation also contributed in delaying of the dry wall but is considered secondary to the heating delay. The 36 calendar days lost should be returned to the contractor.

A conflict in elevations on the plans resulted in four workdays lost. The time was lost while contacting the necessary railroad people to review the problem and make a decision. This time, which expanded equals six calendar workdays, should be granted.



The project was designed by Burlington Northern. There were several changes in design necessary due to conflicts with local building codes. The contractor claims he incurred additional delays due to these changes. Price Agreement 2 revised the roof to include a fire barrier. An additional two calendar days should be granted for this work. Price Agreement 12 required repainting of the doors and windows after the color was revised. One calendar day was required. Price Agreement 15 provided for service fittings for which one calendar day should be returned. There were other changes early in the project that were incidental to the main work and did not contribute any delay to the project.

To summarize, it is recommended the contractor be granted 36 calendar days for delays in redesign of the heating system, six calendar days for an error in plan elevations and four calendar days for extra work. This totals 46 calendar days. The project overran by 52 days and there remains six days liquidated damages.

This is a State project. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
Warren Mueller

E-820 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 16, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 8535, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

R D M CONSTRUCTORS, INC.
Contractor

By [signature]

CONSENT OF SURETY

Date 5/15/, 1978

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
A. G. SADOWSKI Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8535 Contractor RDM CONSTRUCTORS

Highway WILLAMINA-SALEM

Section BURLINGTON NORTHERN RAILROAD DEPOT

Kind of Work BUILDING CONSTRUCTION, GRADING AND PAVING

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

A 46 calendar day increase is granted for redesign of the heating system, error in plan elevations and extra work.

Recommended for Approval:
Recommend 40 day extension per attached memo

Robert E. Lyon
Division Engineer

D. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8535
Project designation	STATE (State-Federal)
Date awarded	MAY 31, 1977
Work started	JUNE 22, 1977
Per cent completed	90 APRIL 15, 1978 (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*6296-734

CERTIFIED COPY

GENERAL POWER OF ATTORNEY

No. 86017

Know all Men by these Presents:

That UNITED STATES FIDELITY AND GUARANTY COMPANY, a corporation organized and existing under the laws of the State of Maryland, and having its principal office at the City of Baltimore, in the State of Maryland, does hereby constitute and appoint

A. G. Sadowski

of the City of Salem, State of Oregon
its true and lawful attorney in and for the States of Oregon and Washington

for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said UNITED STATES FIDELITY AND GUARANTY COMPANY, through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said

A. G. Sadowski

may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said UNITED STATES FIDELITY AND GUARANTY COMPANY has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its Vice-President and Assistant Secretary, this 18th day of July, A. D. 1975

UNITED STATES FIDELITY AND GUARANTY COMPANY.

(Signed) By.....Bertram W. Sealy, Jr.....
Vice-President.

(SEAL)

(Signed) .....W. G. Hilyard.....
Assistant Secretary.

STATE OF MARYLAND,
BALTIMORE CITY, } ss:

On this 18th day of July, A. D. 1975, before me personally came Bertram W. Sealy, Jr., Vice-President of the UNITED STATES FIDELITY AND GUARANTY COMPANY and W. G. Hilyard, Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said that they resided in the City of Baltimore, Maryland; that they, the said Bertram W. Sealy, Jr. and W. G. Hilyard were respectively the Vice-President and the Assistant Secretary of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their names thereto by like order as Vice-President and Assistant Secretary, respectively, of the Company.

My commission expires the first day in July, A. D. 19....78..

(SEAL) (Signed) .....Herbert J. Aull.....
Notary Public.

STATE OF MARYLAND
BALTIMORE CITY, } Set.

I, Robert H. Bouse, Clerk of the Superior Court of Baltimore City, which Court is a Court of Record, and has a seal, do hereby certify that Herbert J. Aull, Esquire, before whom the annexed affidavits were made, and who has thereto subscribed his name, was at the time of so doing a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and sworn and authorized by law to administer oaths and take acknowledgments, or proof of deeds to be recorded therein. I further certify that I am acquainted with the handwriting of the said Notary, and verily believe the signature to be his genuine signature.

In Testimony Whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore City, the same being a Court of Record, this 18th day of July, A. D. 1975

(SEAL) (Signed) .....Robert H. Bouse.....
Clerk of the Superior Court of Baltimore City.

FS 3 (9-67)

COPY OF RESOLUTION

That Whereas, it is necessary for the effectual transaction of business that this Company appoint agents and attorneys with power and authority to act for it and in its name in States other than Maryland, and in the Territories of the United States and in the Provinces of the Dominion of Canada and in the Colony of Newfoundland.

Therefore, be it Resolved, that this Company do, and it hereby does, authorize and empower its President or either of its Vice-Presidents in conjunction with its Secretary or one of its Assistant Secretaries, under its corporate seal, to appoint any person or persons as attorney or attorneys-in-fact, or agent or agents of said Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing the fidelity of persons holding positions of public or private trust, guaranteeing the performances of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed, and

Also, in its name and as its attorney or attorneys-in-fact, or agent or agents to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of either of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States or of the Provinces of the Dominion of Canada or of the Colony of Newfoundland, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local, municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation, or undertaking, or anything in the nature of either of the same.

I, J. A. Witzen, an Assistant Secretary of the UNITED STATES FIDELITY AND GUARANTY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney given by said Company to

A. G. Sadowski

of Salem, Oregon, authorizing and empowering him to sign bonds as therein set forth, which power of attorney has never been revoked and is still in full force and effect.

And I do further certify that said Power of Attorney was given in pursuance of a resolution adopted at a regular meeting of the Board of Directors of said Company, duly called and held at the office of the Company in the City of Baltimore, on the 11th day of July, 1910, at which meeting a quorum of the Board of Directors was present, and that the foregoing is a true and correct copy of said resolution, and the whole thereof as recorded in the minutes of said meeting.

In Testimony Whereof, I have hereunto set my hand and the seal of the UNITED STATES FIDELITY AND GUARANTY COMPANY on

(Date)
5/15/20

J. A. Witzen

Assistant Secretary.

CONSTRUCTORS

May 15, 1978

Mr. Warren E. Muller
Oregon State Highway Department
Salem, Oregon

Project: Burlington Northern R.R.Depot

Dear Warren:

The following is a Request for Extention of Time to the Contract.

1. LANDSCAPING

Practical impossibility because of rainy weather delayed and is still delaying the execution of the landscaping portion of the contract. Also, as of May 12, 1978 Burlington Northern had not completed their portion of the work within our project limits which is still delaying Salem Road and Driveway from completing their portion of the work which in turn is preventing L & R Landscape from proceeding with Roadside Seeding and Mulching.

2. HEATING AND VENTILATING SYSTEM

Errors in the plans covering the Heating and Ventilating System which resulted in code violations caused substantial delay and loss of momentum to the project. This was the critical activity being performed at the site and delayed the completion of the project a minimum of 18 calendar days while we were waiting for Burlington Northern to re-engineer and design an acceptable system. Please note that we never did receive this information we requested and ended up working out the problem with Salem Heating, Jim Clay and Warren Mueller. To my knowledge, Salem Heating & Sheetmetal was never offered any additional compensation for all of their time they spent on designing the this portion of the mechanical system which was not their responsibility.

3. INADEQUATE PLANS

Additional delays were caused by errors in mechanical design which resulted in building code violations due to the cross connection to the plumbing and electrical panel causing interuption to the project and loss of momentum.

4. INADEQUATE PLANS

Inadequate plans showing the exterior sidewalk and paving

P.O. BOX 3018 / SALEM, OREGON 97302 / TELEPHONE 503/399-1350

elevations in relation to the cross section of the exterior wall and floor elevation caused an interuption in the work and delayed the project four to five days.

5. WEATHER FOR ROOFING

Because of unfavorable weather conditions there was practical imposibility within the objectives of the roofing manufacturers specifications for a 20 year bonded roof to be applied between the months of October through January. We waited for more than three months until there was enough favorable weather so that Largent Roofing could apply the amount of roofing that is presently applied.

6. BURLINGTON DELAY

On May 8, 1978, Ron Clay, Glenn from Salem Road and myself were at the jobsite to determine when Burlington would complete the installation of the track so Salem Road could finish the site grading. The Burlington forces were not working on the track and Ron asked the office manager of Burlington when he thought the track would be completed and he said he had no idea since it was others responsibility. On May 12 I was at the project and the Burlington forces were working on the track. This is holding up both Salem Road and Driveway and L & R Landscape from completing. This delay is not only causing delay to the project but is costing additional money to all concerned for not being able to complete the work.

As of our original completion date of April 15, 1978, this project was in a state of SUBSTANTIAL COMPLETION since it could be occupied and used for its intended use and withour and inconvenience to the owner.

Sincerely,

Robert D. Morrow, Jr.

RDM/bkm

CONSTRUCTORS

May 29, 1978

Warren E. Mueller
Oregon State Highway Department
Salem, Oregon

Project: Burlington Northern R. R. Depot
Salem, Oregon

Dear Warren:

The following are the days which we were delayed as listed in our letter and form E 320.

Heating and Ventilating

Delay from January 10, 1978 to February 16, 1978. A total of 36 calendar days. A copy of Salem Heating and Sheet Metal, Inc. letter dated May 25, 1978 is attached.

Weather for Roofing

Weather during all of October, November, December, January and until February 27, 1978, did we have acceptable roofing weather. This is a total of 150 calendar days.

Inadequate plans: exterior sidewalk and paving elevations.

I don't remember the exact days but i think Ron will recall that we couldn't get a decision on a Monday or Tuesday because Mr. Jackson would not come down to the jobsite until Friday, and Mr. Jackson was the person who had to make the decision.

Sincerely,

Robert D. Morrow, Jr.

RDM/bkm

RECEIVED
JUN 5 1978
RE ARE ARE OFF

P.O. BOX 3018 / SALEM, OREGON 97302 / TELEPHONE 503/399-1350

- SHEET METAL WORK
- AIR CONDITIONING
- HEAT PUMPS
- FURNACES

"Heating Headquarters"

Salem HEATING & Sheet Metal Inc.

1225 22nd STREET S.E.
MAILING ADDRESS . . . POST OFFICE BOX 12005
Phone 581-1536 • SALEM, OREGON 97309

May 25, 1978

RDM CONSTRUCTORS
P.O. BOX 3018
Salem, Oregon 97302

RE: BURLINGTON NORTHERN RAILROAD OFFICE - SALEM

Gentlemen,

The original plan of the mechanical room for subject job did not meet Salem Building Code. Because of this problem Salem Heating Could not install the equipment and ductwork in this area until a new drawing was approved by the city. This problem delayed our progress on the job from January 10, 1978 to Febuary 16, 1978.

Sincerly,

Jeff Gladow

Jeff Gladow, V.P. Salem Heating

8535

CORPORATION

File

Letter of explanation re- claim filed by L&R. Landscape

December 23, 1978

George Lewis
L & R Landscape, Inc.
P. O. Box 12067
Salem, Oregon 97309

Project: Burlington Northern Railroad Depot (Salem)
Marion County
Contract No. 8535

Dear George:

I'm sure your are aware that your final billing is grossly falsified. The major difference is in Bid Item No. 23, Roadside Seeding & Mulching which your contractis for $575.00 per acre based on the O.S.H.D. planned quantity of four acres.

The actual quantity paid by the State is 2.27 acres which at $575.00 per acre would be a total of $1,305.25, yet you took it upon yourself to bill me for 2.5 acres at $1,056.00 per acre for a total of $2,112.00.

I requested a price adjustment on the unit price from the O.S.H.D. because of the extreme difference in the planned quantity and the actual quantity and received an unfavorable answer from the resident engineer. I told you at the time we discovered the difference in quantity that there should be no problem in being allowed a reasonable and equitable price adjustment. I do not have a reasonable answer for you as to why the request was denied other than the fact that specifications are contradictory and may be interpretated to anyones interpretation. I honestly feel you are being cheated out of a reasonable request but that doesn't help pay your bills.

If you look into your files on this project you will find a "Subcontractor/Supplier Price Adjustment" from our firm dated July 15, 1978 in the amount of $3,000.00 reduction in price from your contract for liquidated damages. This reflects 30 calendar days at $100.00 per day. I have requested extentions of time for various delays which will far more than offset any liquidated damages charged to this project. When the additional time is granted I will then reduce the liquidated damages which are now being withheld.

Sincerely,

Robert D. Morrow, Jr

RECEIVED
DEC 26 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Cecil Head, O.S.H.D.
Warren Mueller, O.S.H.D.
John Klump, U.S.F.& G.
A. G. Sadowski, Jr.

P.O. BOX 3258 SALEM, OREGON 97302 / TELEPHONE 503/399-1470

To:

Cecil Head
Commission & Service Manager
State Transportation Bldg.
Salem, Oregon 97310

Reference: Contract No. 8535 for grading, paving & facilities, Burlington Northern Railroad Depot.

Gentlemen:

This is NOTICE, persuant ORS 279.528, that L & R Landscape, Inc. of Salem, Oregon has a claim for: Landscape & Irrigation work.

which work included furnishing all necessary labor, labor supervision, construction materials, and equipment operation in the sum of $3,188.07

against the bond taken from R.D.M. Contractors, Inc.

as principle, and United States Fidelity & Guarantee

as surety for the work of Contract #8535, grading, paving & facilities, Burlington Northern Railroad Depot.

Signed this 29th day of Nov, 1978

Claimant: L & R LANDSCAPE INC

by George C. Lewis Jr.

PHONE: 309-1350

DATE

JOB NO. BURLINGTON NORTHERN

TO L & R LANDSCAPE, INC.

SHIP TO

SHIP VIA	F.O.B.	TERMS	DELIVERY DATE
		2% NO RETAINAGE	

QUANTITY	DESCRIPTION			UNIT PRICE	AMOUNT
ITEM NO.	ITEM	UNIT	QUANTITY		
23	ROADSIDE SEEDING AND MULCHING	ACRE	4	287.50	1,150.00
24	FURNISHING TREES	EACH	10	9.00	90.00
25	FURNISHING SCHRUBS	EACH	515	2.36	1,215.40
26	SOIL CONDITIONER	CU. YD.	65	3.00	195.00
27	BARK MULCH	UNIT	9	20.00	180.00
28	3"-1" WASHED GRAVEL	CU. YD.	14	4.75	66.50
29	IRRIGATION SYSTEM	LUMP SUM	ALL	675.00	675.00
				TOTAL	$3,571.90

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed: INSTALLATION ONLY OF THE FOLLOWING ITEMS WHICH WILL BE PROVIDED BY GENERAL CONTRACTOR. SECTIONS-681, 682, 685.

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
23	ROADSIDE SEEDING & MULCHING	ACRE	4	287.50 Per	1,150.00
24	FURNISHING AND PLANTING TREES	EACH	10	2.09 Per	20.90
25	" " " SCHRUBS	EACH	515	2.84 Per	1,462.60
26	SOIL CONDITIONER	CU. YD.	65	2.38 Per	154.70
27	BARK MULCH	UNIT	9	23.06 Per	207.54
28	3"-1" WASHED GRAVEL	CU. YD.	14	5.68 Per	79.52
29	IRRIGATION SYSTEM	LUMP SUM	ALL	675.00 Per	675.00
				TOTAL	$3,750.26

SUBCONTRACTOR TO BE LIABLE FOR 1% OF CONTRACTORS CURRENT MONTHLY REQUEST FOR PAYMENT FOR FAILURE TO PROVIDE CERTIFIED PAYROLLS OR MATERIAL CERTIFICATIONS BY THE 10TH OF THE MONTH FOLLOWING EXECUTION OF THE WORK.

CONTRACTOR MAY TAKE A 2% DISCOUNT FOR PAUMENT IN FULL WITH NO RETAINAGE WITHNELD.

RDM
CONSTRUCTORS
P.O. BOX 3018
SALEM, OREGON 97302
PHONE: 399-1350

L. & R. Landscape, Inc.
P. O. Box 12067
Salem, Oregon 97309

Date July 15, 1978

SUBCONTRACTOR/SUPPLIER PRICE ADJUSTMENT

Project: Burlington Northern R. R. Depot
Salem Industrial Park, Salem, Oregon

Work Performed For: _____

Authorized By: _____

Description of Work: Allowance for liquidated damages which were assessed during your extended work time at the site. Two weeks was the amount of time you expected to take to perform your portion of the work. A time extention has been requested and expected to be approved. If the extention is not approved we will take further action to protect your financial interest in this project.

LABOR CLASSIFICATION	Date	Quantity or Hours	Rate	TOTAL
EQUIPMENT DESCRIPTION				
MATERIALS				
TELEPHONE CALLS				
MISCELLANEOUS				
30 calendar days liquid ated damages			$100.00	$3,000.00
TOTAL DIRECT COST				$3,000.00
PROCESSING & OVERHEAD EXPENSE				no charge
TOTAL CHARGE				$ $3,000.00

L & R LANDSCAPE, INC.
4520 Macleay Road S.E.
P. O. Box 12067
SALEM, OREGON 97309

Phone 585-1690

DATE: Oct 12, 1978
NUMBER:

RDM Construction Co.
P.O. Box 3018
Salem, Oregon 97302

Re. Burlington Northern R R — Final Billing

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ _____

DATE	Bid	Item	CHARGES AND CREDITS	BALANCE
			BALANCE FORWARD	
		23. 2.5 A @ $1056.00/acre		$ 2,112 00
		24. 10ea @ 11.09 ea		170 90
		25. 566 ea @ 5.20 ea		2,943 20
		26. 65 ea @ 5.38 ea		349 70
		27. 10 unit @ 43.06 unit		430 60
		28. 17 yd. @ 10.43		177 31
		29. 1350 90% Ls		1,350 00
				$ 7,533 71
		Area Preperation Prior to seeding		
		Tractor 18hr @ $ 8.00 hr		144 00
		Manhr 18hr @ $ 14.00 hr		252 00
				396 —
		Job Total		$ 7,929 71
		ROA		4,741 64
		Total Due		$ 3,188 07

Pay 80% R.S.H.D. Payment

OK

Thank You

PAY LAST AMOUNT IN THIS COLUMN

L & R LANDSCAPE, INC.

324-0502-900

OREGON STATE HIGHWAY DIVISION

SEPTEMBER 22, 1978
P.O. BOX 14030
SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

ROBERT D. MORROW
RDM CONSTRUCTORS
P.O. BOX 3018
SALEM, OREGON 97302

RE: BURLINGTON NORTHERN R.R. DEPOT
MARION COUNTY
CONTRACT 8535
SEEDING AND MULCHING

DEAR MR. MORROW

In reference to your letter of Sept. 14, 1978, I have reviewed the reduction in seeding and mulching.

In addition to the specification section 109.04-.05, you should also review section 102.04 "Interpretation of Quantities in Bid Schedule" and section 104.02 "Alteration of Plans or Charecter of Work.

The area to be seeded and mulched as planned is shown in Green, on the attached plan. Additional area is shown in Red. The only area deleted is the roadway to the outfit track, shown in blue.

The contractor is warned in section 102.04,tthat quantities shown in the bid schedule are approximate and are to be used for bid comparison. The actual quantity will be determined by field measure.

Section 681 page 17, of the specical provisions sets fourth the "Measure-ment" restrictions and does not state a quantity to be seeded and mulched.

From our interpretation of the above listed specifications we can not grant additional Compensation for a plan reduction, which in fact did not occur.

Yours very truly,

WARREN E. MUELLER
RESIDENT ENGINEER

WEM/dg
cc:file
Region II

Form 81-734-3122

IP[illegible] CONSTRUCTORS

September 14, 1978

Warren E. Mueller
Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

Project: Burlington Northern R.R. Depot
Contract No. 8535

Dear Warren:

It appears as though the planned quantity of four acres for roadside seeding and mulshing will actually be about two and one-half, thus reducing the quantity by more than 35%. Since this materially changes the unit cost of the work to be performed, we request Extra Compensation as described in Section 109.04 and 109.05.

Pleast let me know how you would like to handle the extra costs involved.

Sincerely,

Robert D. Morrow, Jr.

RDM/bkm

RECEIVED
SEP 18 1978

P.O. BOX 3018 / SALEM, OREGON 97302 / TELEPHONE 503/399-1350

5306 #8535 D

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1978

RECEIVED
DEC 1 1978
NORMA PAULUS
SECRETARY OF STATE

L & R Landscape, Inc.
4520 Macleay Road S.E.
Salem, OR 97301

RECEIVED
DEC 1 1978
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

We have received your claim of November 29, 1978, informing us that you have furnished landscape and irrigation work in the amount of $3,188.07 against the bond taken from RDM Constructors, Inc.

From the description given, this appears to be in connection with the RDM Constructors, Inc., Contract No. 8535, Burlington Northern Railroad Depot in Salem, Marion County.

The U.S. Fidelity and Guaranty Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 5 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

RDM Constructors, Inc.
425 Rural Ave. S.E.
Salem, OR 97302

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

NOTED ON CARD
12-6-78 dda

To:

Cecil Head
Commission & Service Manager
State Transportation Blgd.
Salem, Oregon 97310

Reference: Contract No. 8535 for grading, paving & facilities, Burlington Northern Railroad Depot.

Gentlemen:

This is NOTICE, persuant ORS 279.528, that L & R Landscape, Inc. of Salem, Oregon has a claim for: Landscape & Irrigation work.

which work included furnishing all necessary labor, labor supervision, construction materials, and equipment operation in the sum of $3,188.07

against the bond taken from R.D.M. Contractors, Inc.

as principle, and United States Fidelity & Guarantee

as surety for the work of Contract #8535, grading, paving & facilities, Burlington Northern Railroad Depot.

Signed this 29th day of Nov, 1978

Claimant: L&R LANDSCAPE Inc

by George C. Lewis Jr.

RECEIVED
NOV 30 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8535

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

NOVEMBER 28, 1978

SALEM, OREGON

FILE: 324-0502

FROM: WARREN E. MUELLER
RESIDENT ENGINEER

TO: C.O. FREDRICKSON
REGION II ENGINEER

SUBJECT: BURLINGTON NORTHERN
RAILROAD DEPOT
MARION COUNTY
CONTRACT 8535
NARRATIVE REPORT

The contractor began work on the project June 22, 1977. Smoothness and efficiency were not the corner stones of the job, but rather poor scheduling, in comprehensible plans, and poor communication.

For some mystical reason, understandable only to the denizen of the Marble Palace or the Burlington Northern Railroad Officals of St. Paul, the Railway drew up the plans for the Depot building, bewilderment was the result. The designers of this miniscule repository of bureaucracy failed to take into account that material readily available in their icy environment, might not be handy or even needed here. Their crowning achievement however was the total disregard for local building codes, this oversight on their parts resulted in several price agreements to rectify the situation.

A portion of the plans the Railway might have done better themselves was the laying out of the railway track. Since the railroad uses a different curve defination than we do and also specific angles to branch one track off of another. This latter information was not furnished to our design section and consequently the plans were incomplete, inaccurate, and unhelpful on this section. The difficulty seems to have been with the Railway, in as much as the designer (ours) attemped to get the necessary information, but were unable to do so.

The Contractor was also a difficulty on the project, due in large measure to his poor planing, if indeed the job was planned. There was very little indiction that it was.

During last summer's (1977) warm and dry weather virtually nothing was done in regards to the grading. The contractor and his various subs were busily working on other projects and almost totally ignored the depot, except for their initial thrust to put up the unloading dock walls and building foundation. The grading was ignored to the point that the lime for the lime treated sub-grade was sold, in August, when the supplier decided that he could no longer afford to hold on to it for a project that was progressing at such a slugish pace. The grading work finally received the attention it needed, when the building could not be worked on until the workman had a means other than traveling over the mud to go from the street to the work site. By this time the lime was no longer available and indeed the nearest lime was in Nevada and would have to be brought here by boxcar. The weather at this point was undependable, and the box cars might have had to stand idle for several days waiting for the proper weather conditions. This of course would have been an additional cost to the subcontractor of perhaps several thousand dollars. An altermative solution was suggested, that of using Mirafi 140 fabric, and three additional inches of rock. This method had the merit of being free of most of the weather limitations of the lime treatment, since the ground did not have to be dry to apply it. The requirement essentially was that there be sufficient compaction and that the ground be reasonably well graded.

The Mirafi 140 fabric is suppose to allow the water to pass through the fabric, but prevent the mud from doing so. This is apparently the first time that the State has used this type of material, and as such it is experimental for us. One of the problems associated with placing the fabric was the tearing of the material when the wheels spun in the rock or when the steering wheels were turned. This necessitated digging out the rock and placing more fabric over the tear. It remains to be seen how well the fabric does over a period of time, however its use does provide somewhat more flexibility where the weather is concerned, particularly on those projects which run into the fall

rainy weather, or those where early spring paving or rocking is mandated due to time limitations or emergencies.

Even with the use of the fabric the grading and paving were not completed until this spring (1978), rather than last summer when the contractors schedule originally called for it.

The building was also behind schedule by several months. The contractor's original timetable called for the roof to be on by October (1977). The roof cap was finally completed on August 18, 1978.

BID ITEMS

2. General Excavation - This bid item was for approx. 285 Cu. Yd., as measure in the field. A Price Agreement was written to change this to a Lump Sum quantity, to save the engineering cost due to cross-sectioning a rather large area to determine a rather small quantity of General Excavation.

12. Due to differing site conditions, the extension of the 30" culvert shown on the plans was not necessary.

PRICE AGREEMENTS

1. The City of Salem required a manhole at the south end of the property to enable them to check for excessive flow due to in filltration. This addition was at a cost of $ 1150.00.

2. The shingle roof as designed did not meet the Uniform Building Code, so type X moisture proof sheet rock was added as a fire stop. This cost was $ 928.00

3. General Excavation measuremnet was changed from Cu.Yd. to Lump Sum. This was done to save about $ 2000.00 of engineering charges that would have been necessary for cross-sectioning the site.

4. Substituted fiberglass duct for transite duct for a savings of $ 850.00.

5. The installation of a conduit from the building to the street was required by Pacific Northwest Bell. The plans called only for stubbing out of the building. The additional cost was $ 935.00

6. The installation of a steel casing to protect the sanitary sewer line was brought about by the railroad changing alignment of the track, which necessitated a grade change, which resulted in insufficient cover for the sewer line. The additional cost was $586.00.

7. Substitute Mirafi 140 for lime treated subgrade. Due to the contractors delay in completing the grading work, the lime for the treated subgrade became unavailable. Mirafi 140 and 3" of 1½"-0 aggregate were substituted. Mirafi 140 fabric can be placed over wet subgrade, and separates the subgrade fron the rock. The Mirafi allows the water to pass into the rock but not the mud. The weight of the rock forces the water in the subgrade into the rock and allows it to drain off, leaving a tight surface. The operation was very successful. The added cost of the Mirafi 140 and 3" of rock was $3730.33 and at the contractors expence.

8. Clarence Gregg recommended we change from 1"-0 to 1½"-0 because of its better strength factor. The 3/4"-0 was used to key the surface of the un-paved storage areas.

9. The depot stair railings were revised to meet the building code. The plans showed only one hand rail down the stairway, however the code requires one on each side of the stairs. It was also necessary to place an additional rail to have no more than 9" of space between the rails. The additional cost was $190.00

10. Revise the heating system due to architectural error. The designed heating system would not fit in the location shown, due to an omitted vertical diminsion. Also the City inspector rejected the system's return air as designed. This work was at an additional cost of $1362.00.

11. The concrete curb stops called for in Bid Item # 22 were not available and the contractor requested that he be allowed to put in extruded curbs in their place. Also for appearence and ease of installation the contractor requested that he be allowed to place a 4" pvc pipe emptying into an 8"drain, rather than the concrete trough that was to drain into the parking lot.

These were agreed to by Burlington Northern and the State and were at no additional cost.

12. Stuart Jackson of Burlington Northern requested a color change in the metal door and window frames. This work was extra in asmuch as the casing had all ready been painted, however the additional cost of $275.00 will be borne by the Railway, there will be no additional cost to the State.

13. The installation of seven venetian blinds for the exterior windows is again extra, and at the request of the Railway through Stuart Jackson. The Railway will bear the cost of $674.30.

14. This P.A. is to document landscaping changes, and is at no additional cost to the State.

A. The contractor was unable to obtain the Shore Juniper called for in the plans, but was allowed to substitute as long as he changed five sprinkler heads from ½ circle to full circle, and one sprinkler head from ¼ circle to ½ circle.

B. The contractor was unable to obtain 3"-1" washed gravel, he was allowed to use 3"-8" as long as he placed soil steriliant before placing the gravel.

C. The contractor wished to hydroseed the area rather than using the drill application. This was agreed to with the provision that he use 80 lbs/acre of seed rather than the 40 lbs/acre called for in the plans.

15. This item is to provide service fittings for the underfloor electrical duct system for the electrical outlets for each desk. The cost for this work was $499.76 and will be paid by the Railway.

16. This P.A. is for installing a sign circuit from the electrical panel to the exterior of the building. This additional circuit is required by the building code. This work was done at an additional cost of $96.74.

17. This P.A. is for the construction of a gravel road requested by Burlington Northern. The work was done at cost of $1282.00, and will be paid for by them.

18. This P.A. is for installing an extra electric heater that was requested by Burlington Northern. The cost of the installation was $437.00 and will be paid for by them.

19. This P.A. is to reduce the amount paid for Bid Item # 36 "Identification Sign", which was damaged by the contractor. The reduction in cost was in the amount of $150.00.

STATEMENT OF OVERRUNS AND UNDERRUNS

BURLINGTON NORTHERN
RAILROAD DEPOT
MARION COUNTY
CONTRACT 8535

WARREN E. MUELLER
RESIDENT ENGINEER

	ORIGINAL AMOUNT	SEMI-FINAL EST.	+/-%
CONTRACT BID ITEMS:	$ 236,981.94	$ 236,006.17	-00.04
ANTICIPATED ITEMS:			
BUILDING PERMIT FEES PERMANENT PAVEMENT STRIPING INSTALL WATER METERS MISC. PERMIT FEES			
TOTAL ANTICIPATED ITEMS	$ 844.51	$ 844.51	
CONTINGENCIES:	$ 186,106.49	$ 181,766.98	-2.6
MAINTAIN ROCK:	—$ 2,000.00	— 00.00	
ENGINEERING:	$ 40,000.00	$ 39,000.00	-2.5
TOTAL CONTRACT COST	$ 461,932.94	$ 457,017.66	-1.06

BID ITEMS	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
1. MOBILIZATION	L.S.	100%	100%	-------
2. GENERAL EXCAVATION	CU.YD.	(DELETED, SEE P.A.# 3)		
3. BORROW EXCAVATION	CU.YD.	4,500.0	3,717.8	-17.4

This was all the borrow material required as the subgrade was lowered 3" by P.A.# 7, which reduced the amount of fill material that was needed, and increases the amount of On-Site excavation.

4. TRENCH EXCAVATION	CU.YD.	610	670.62	+9.9
5. FURNISHING AND PLACING TOPSOIL	CU.YD.	210	372.4	+77.3

Amount required to meet specifications.

6. WATERING	M-GAL	120	5.2	-95.7

All required.

7. 1"-0 AGGREGATE BASE (DELETED SEE P.A.# 8)

8. LIME TREATED SUBGRADE (DELETED SEE P.A.# 7)

BID ITEMS	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
9. LIME FOR TREATED SUBGRADE (DELETED, SEE P.A.# 7)				
10. CLASS "B" OR "C"ASPHALT CONCRETE MIXTURE	TON	1,070	1,227	+14.7
Amount required to complete project.				
11. ASPHALT CEMENT IN MIXTURE	TON	70	74.84	+6.9
12. 30" CULVERT PIPE	LIN.FT.	10	0.0	-100.00
Pipe was not needed.				
13. 12" CULVERT PIPE	LIN.FT.	36	70	+94.4
Additional pipe was needed to carry the drainage ditch under the landscaped area.				
14. 12" SEWER PIPE	LIN.FT.	530	528	-0.4
15. 4" SEWER PIPE	LIN.FT.	700	721	+3.0
16. EXTRA FOR CLEANOUTS	EACH	7	6	-14.3
17. CONCRETE INLET TYPE G-2	EACH	3	3	-------
18. CONCRETE INLET TYPE G-2MA	EACH	2	2	-------
19. 8" DRAIN PIPE	LIN.FT.	430	430	-------
20. SPECIAL FILTER MATERIAL IN DRAINS	CU.YD.	55	26.9	-51.1
All required.				
21. EXTRA FOR ASPHALT APPROACHES	EACH	2	2	-------
22. CONCRETE CURB STOPS (DELETED, SEE P.A.# 11)				
23. ROADSIDE SEEDING AND MULCHING	ACRE	4	2.27	-43.3
The 4 acre estimate for this item was to high, as the total acrage of the depot site is only 4 acres.				
24. FURNISHING AND PLANTING TREES	EACH	10	10	-------
25. FURNISHING AND PLANTING SHRUBS	EACH	510	568	+11.4
This was the amount required to landscape the area shown on the plans.				
26. SOIL CONDITIONER	CU.YD.	65	61.8	-4.4
27. BARK MULCH	UNIT	9	7.6	-15.6
All required.				

BID ITEMS	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
28. 3"-1" WASHED GRAVEL (SEE P.A.# 14, 3"-8")	CU.YD.	14	15	+7.1
29. IRRIGATION SYSTEM	L.S.	100%	100%	------
30. POLE FOUNDATION	L.S.	100%	100%	------
31. ROADWAY LIGHTING POLES AND BRACKET ARMS	L.S.	100%	100%	------
32. LUMINAIRES AND BALLASTS	L.S.	100%	100%	------
33. SWITCHING, CONDUIT, WIRING, LAMPS,	L.S.	100%	100%	------
34. OFFICE BUILDING	EACH	1	1	------
35. UNLOADING DOCK	EACH	1	1	------
36. IDENTIFICATION SIGN	EACH	1	1	------
PRICE AGREEMENTS				
1. INSTALL MANHOLE	L.S.	100%	100%	------
2. REVISE OFFICE BUILDING ROOF DETAIL	L.S.	100%	100%	------
3. GENERAL EXCAVATION	L.S.	100%	100%	------
4. FIBERGLASS PLASTIC DUCTS	-L.S.	-100%	-100%	------
5. INSTALL 2" PLASTIC CONDUIT	LIN.FT.	280	268	-4.3
6. INSTALL 6" CASING	L.S.	100%	100%	------
7. SUBSTITUTE MIRAFI 140 and 3" of 1½"-0 BASE ROCK	SQ.YD.	7000	6746.1	-3.6
8. PART 1 - 1½-0 BASE ROCK PART 2 - 3/4-0 BASE ROCK	TON	COMBINED TOTAL...3750	2995.33 649.82	-2.8
9. REVISE DEPOT STAIR RAILING	L.S.	100%	100%	------
10. REVISE HEATING SYSTEM	L.S.	100%	100%	------
11. INSTALL EXTRUDED CONCRETE CRUB	L.S.	100%	100%	------
12. ADDITIONAL PAINTING	L.S.	100%	100%	------
13. FURNISH AND INSTALL VENETION BLINDS	L.S.	100%	100%	------
14. DOCUMENT LANDSCAPE REVISIONS				
15. PROVIDE SERVICE FITTINGS	L.S.	100%	100%	------
16. PROVIDE SIGN CIRCUIT	L.S.	100%	100%	------

PRICE AGREEMENT	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PERCENT + or -
17. CONSTRUCT GRAVEL ROAD	L.S.	100%	100%	------
18. INSTALL ELECTRIC HEATER	L.S.	100%	100%	------
19. CREDIT TO BID ITEM # 36	L.S.	100%	100%	------
STATE FORCE ORDERS				
1. CONSTRUCTION PERMITS, SEWER AND WATER HOOK-UPS	ALL	$1225.00	$844.51	-31.1
THIS WAS THE COST OF ALL THE PERMITS WE COULD AQUIRE.				
2. PAINT PARKING STRIPING	ALL	$380	$ 00.00	-100.0
STRIPING WAS DONE BY THE CONTRACTOR.				
3. PURCHASE PAPER TOWEL DISPENSERS AND WALL MOUNTED WASTE CONTAINERS	ALL	$120.00	$120.00	------
4. DOCUMENT CREDIT TO CONTRACT FOR ADDITIONAL ITEMS REQUESTED BY BURLINGTON NORTHERN, INC.				
4 SUPP. SAME AS S.F.O. # 4				
5. CONSTRUCT TRACKAGE	ALL	$149,365.00		

8535

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE September 28, 1978

TO Oregon Transportation Commission

FROM H. S. Coulter
State Highway Engineer

SUBJECT Request for Increased Project Authorization
Burlington Northern RR Depot (Salem), Contract 8535

This state grading, paving and building project is approximately 94 percent complete and an overrun of $156,368.37, or 51.2 percent, is anticipated.

The primary cause of the overrun is the cost of track installation that was included in the State/RR agreement but inadvertently omitted from the project authorization. The cost of this work is $149,365.

Engineering will also exceed the amount originally estimated. This is partially due to a number of changes requested by Burlington Northern. Staking of the trackage also contributed to the engineering overrun. Had the trackage been included in the project authorization, the engineering authorized would have been very close to the $40,000 presently anticipated. An overrun of $15,611.62 is expected.

Changes in the contract items, anticipated items, and unanticipated items result in $8,608.45 less cost than authorized for those categories when cost of the trackage is excluded.

Your approval is requested for an increase of $156,368.37 to a new total authorization of $461,932.94. This matter will be on the consent calendar for your October meeting.

WR:mk ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Warren Mueller
Robert Church
George Bell

4535

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 25, 1978

FROM: O. B. Jackmond
Const. Adm. Engr.

SUBJECT: Request for Increased Project Authorization
Burlington Northern RR
Depot (Salem)
Contract No. 8535

TO: H. S. Coulter
State Hwy. Engr.

This state grading, paving and building project is approximately 94 percent complete and an overrun of $156,368.37, or 51.2 percent, is anticipated.

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It is recommended that an increase of $156,368.37 be approved to a new total project authorization of $461,932.94.

A rough draft letter to the Transportation Commission is attached.

WR:mk

Attach.

cc: C. O. Fredrickson
Warren Mueller
Bob Church

H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 27 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Act | File

8535

9

FORM 81-734-3801

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: BURLINGTON NORTHERN RAILROAD DEPOT	WEEK ENDING: JUNE 10, 1978
		SECTION PREFIX: 324-0502
	HIGHWAY: WILLAMINA-SALEM	COUNTY: MARION
NAME OF JOB: BURLINGTON NORTHERN RR DEPOT	KIND OF WORK: 8535 BUILDING CONSTRUCTION, GRADING AND PAVING	
CONTRACTOR: RDM CONSTRUCTORS	CONTRACT NUMBER: 8535	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: MAY 31, 1977	DATE WORK STARTED: JUNE 22, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 305,564.57	SPECIFIED COMPLETION DATE: APRIL 15, 1978	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 281,176.19	ENGINEERING AUTHORIZATION $ 24,388.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 281,176.19	ENGINEERING COST TO DATE $ 36,388.13	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 149 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100		100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4500				1070
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3926				1206
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 BLADE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	CLEAR			
MONDAY 5	CLEAR			
TUESDAY 6	CLOUDY			
WEDNESDAY 7	CLOUDY			
THURSDAY 8	CLEAR			
FRIDAY 9	CLOUDY			
SATURDAY 10	CLOUDY (est)			

RECEIVED
JUN 12 1978
CONSTRUCTION BRANCH

Keasey K — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	GRADED DIRT AREAS
TUESDAY	STARTED TESTING UNDERGROUND SPRINKLER SYSTEM
WEDNESDAY	NO ACTIVITY
THURSDAY	NO ACTIVITY
FRIDAY	INSTALLED SPRINKLER HEADS FOR UNDERGROUND SPRINKLER SYSTEM.
SATURDAY	

REMARKS

JOB STATUS: Roof cap still held up pending certification by Owens-Corning.

Seeding and Mulching will be postponed until after August 1, 1978, per STANDARD SPECIFICATIONS.

This will be the last Weekly Report for this job.

SIGNED Dan D. Battee' LOCATION

for WARREN E. MUELLER RESIDENT ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8535

ROW 18-2

gen files

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

May 6, 1977

Burlington Northern, Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

Land Exchange-Construction
Agreement
Burlington Northern RR Depot
(Salem) Section
Willamina-Salem Highway
Marion County
R/W File 48429

RAILROAD COMPANIES
FILE No. 802

Dear Sir:

Enclosed is Burlington Northern's fully executed counterpart of the land exchange and construction agreement dated 10 February 1976, between the State of Oregon, by and through its Department of Transportation, Highway Division and the Oregon Electric Railway Company calling for the exchange of land and construction of a new railroad depot in the City of Salem. I apologize for the delay in returning the fully executed counterpart to Burlington Northern but it was necessary to wait for the plans and specifications for the railroad depot to be complete in as much as they are referred to in the agreement as Exhibit "A".

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enc.

cc: Burlington Northern, Seattle
Burlington Northern, St. Paul

bc: C. W. Head-w/agree. & exhibits
J. B. Boyd-w/copy agreement
C. T. Keasey-w/copy agreement
V. E. Skoog-w/copy agreement
John Sheldrake-w/copy agreement
Warren Mueller-w/copy agreement
J. L. Sollis

5/16/77
rec'd
rec'd
in agree
Doc

MOVED
FRAN NEAVOLE

Form 81-734-3123

8535

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

March 25, 1977

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. E. Chidsey
Railroad & Utility Engineer

Gentlemen:

Please refer to your letter dated February 3, 1977, regarding revised preliminary plans of that portion of the Burlington Northern railroad depot (Salem) section of the Willamina-Salem Highway in Marion County that was designed by the Highway Division.

These plans have been reviewed and have the approval of St. Paul Director Building Engineering G. E. LaSalle. I have also received approval from management to reimburse the State Highway Division for the additional cost of air conditioning, which is estimated to be $2,000.

I am enclosing, for your further handling, two complete copies of the approved plans that can be incorporated into the agreement between the State and Burlington Northern Inc. as Exhibit "A".

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

K. D. King

By: K. D. King
Assistant Regional Engineer

KDK/fc
Encl.

cc: Mr. J. W. Wicks
Mr. J. G. Edwards
Mr. J. J. Gordon
Mr. B. G. Anderson

SALEM-2F

R. L. Schroeder
XC: J. H. Versteeg w/Copy BN Approved Plans
J. B Boyd
J. L. Sollis
Art Brunnwith
R. W. Ellison -

RECEIVED
MAR 29 1977

NOTED

8535

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/22/76
Donell L Rust

5-26-77 Bid Letting _____ All Clear Deadline
~~1-29-77~~

SECTION Burlington Northern R.R. Depot (Salem)
Highway Willamina-Salem
County Marion Region 2
Type of Work Depot & Facilities Funds Bond 74
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

Bond Money

PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X				
Cultural Salvage	X				
NOISE:					
Noise Study	X				

8535

30

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE August 27, 1975

TO Jim Chidsey
Railroad & Utility Engineer

FROM J. B. Boyd
Right of Way Engineer

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 28 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Meeting - August 26
Burlington Northern-Southern Pacific
City of Salem
Other Interested Parties

Mr. Ed Hunter and I attended the meeting August 26, in the Mayor-City Manager Conference Room. The meeting was conducted by Mayor Lindsey. The following questions are pertinent to our involvement:

1. Estimate of Costs: It is my understanding from discussions with you that we had agreed to assist the City in the railroad-city communications and coordination. It is obvious that estimates of cost are required on the several items as follows:

   a. The interchange improvement between Southern Pacific and Burlington Northern at Cherry Street.

   b. Stage construction in the vicinity of Boise Cascade.

   c. Total Front Street revision.

2. Design: Why does our design indicate greater than 10° curvature on the mainline of the Burlington Northern. Talking to Jerry Rien, this has been the design for a long time. Mr. Hal Moy disclaimed any knowledge of the curvature prior to the last prints being sent to him. He said that the Burlington Northern could not live with 16° curves on their mainline along Front Street. Please research your diary and other data and determine if our position on this has been made clear previously.

Detail maps sent to BN
May 3, 1973
Oct 25, 1974
May 6, 1975

3. Time Schedule: We are at the present time utilizing your data contained in your memo to Jack Sollis. Construct Center Street ramp of December 1975. We are having Tony Viducich rough draft the agreement in order to meet our deadlines as Jack Sollis is extremely busy.

Revising to 10° alignment. No problem, particularly, and would have been done previously if anyone had commented on it. ADL.

It is suggested that we have a meeting shortly after September 1, involving Burlington Northern, the State and the City regarding the various responsibilities in railroad relocation, cost estimates, etc. I am attaching a copy of the agenda of the meeting of August 26, for you to discuss it with me when I return about September 8. It seems apparent a lot of action must occur if the entire Front Street project can be contracted early in 1977 which was accepted as the target date.

JBB:jk
attachment
cc: Ed Hunter
R. L. Schroeder
J. H. Versteeg

.8536 Col. Blvd. Int. (Owens-Illinois Reloc.) Sec. (Grading, paving & plant fac.) #2 1977

C-A 4606 4-19-73
C-A 6082 2-13-78
RR-871 7-14-77

8536

October 27, 1982

Owens-Illinois
One SeaGate
Toledo, OH 43666

Attention: George A. Pavuk, Manager
OCD Real Estate

Gentlemen:

This will acknowledge your letter of October 21 concerning certain real property on the East Portland Freeway in Multnomah County.

We are referring your letter to our Right of Way Office for reply.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:js
bc: J. B. Boyd

OWENS-ILLINOIS

October 21, 1982

Mr. Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Salem, Oregon 97310

RE: EAST PORTLAND FREEWAY
MULTNOMAH COUNTY
PROJECT NO. I-205-7(9)313
YOUR FILE- R-44235 (AGR)

Bob:

Back in 1977, OI was involved with the State of Oregon Department of Transportation on the taking of certain OI lands for highway purposes.

As part of that total transaction, OI entered into a twenty (20) year lease with the Union Pacific Railroad for use of their lands in conjunction with our raw material unloading facilities.

Our initial lease cost was for $1,675/year with a provision for a possible increase each five (5) years. As a part of our settlement with the Department of Transportation, you paid us a lump sum of money equivalent to the present value of the twenty (20) year, $1,675/year arrangement. There is a further provision in the Supplemental Agreement dated February 13, 1978 whereby you agreed to further reimburse OI, based on present value, if our rent increases.

Our new rental figure with the Union Pacific is for $2,475.00/year beginning with the sixth year of our lease or April 23, 1982. Attached for your files is a copy of "Supplemental Agreement Fixing Rental" dated June 1, 1982 between OI and the railroad. no atch

The increase in rent amounts to $800/year for fifteen (15) years. Our Treasury Department tells me the present value of same amounts to $5,448.

One SeaGate Toledo, Ohio 43666 (419) 247-5000

Please review this entire matter and issue your reimbursement check accordingly.

Please call if any questions.

Respectfully yours,

OWENS-ILLINOIS, INC.

George A. Pavuk
Manager - GCD Real Estate

lao

cc: R. E. Sprague - Portland Plant
J. P. Hancock - WHB-25

RECEIVED
OCT 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8536

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon I-205-7(9)313
East Portland Freeway
Owens-Illinois Plant Relocation
Reimbursement for RR Adjustment (File R-44235)

Date: August 20, 1982

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Boyd's August 4, 1982 request for reimbursement to Owens-Illinois for corrective work on service track grades has been reviewed. The adjustment work is eligible for reimbursement as requested. I assume that this constitutes final billing from O & I and closes business on this file.

G. K. Hoosman
Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 23 '82
REFER TO
FILE
Inves
R/D
Act
File

8536

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1982

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: I. B. Boyd, PE, PLS
Right of Way Manager

RECEIVED
TECHNICAL SERVICES
AUG 5 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

SUBJECT: Justification of Payment
O-I Invoice M.S.R.O., 21512
Owens-Illinois Plant Site Relocation
Columbia Blvd. Interchange Section
East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
File No. R-44235
O-I File No. A21-4248

In order to acquire a right of way from Owens-Illinois, it was necessary to relocate a portion of their Glass Container Plant facilities. One of the facilities relocated was the "A" & "B" Line spur tracks shown on attached Sheets 3A, 4B and 4C of the relocation plans. The "A" & "B" Line spur tracks were built to the alignment and grade set forth on the plans.

Owens-Illinois reports that soon after the completion of the plant relocation, it became apparent that the railroad spur tracks "A" & "B" had been installed with too steep a grade. On three occasions rail cars could not be stopped before running through the original bumping posts and off the end of the track. It was necessary for Union Pacific Railroad to rerail the cars at a cost of $686.13 for which Owens-Illinois was billed.

In an effort to resolve the problem, Owens-Illinois contracted with Western Railroad Builders to raise the last 400 feet of the "A" Line spur track three feet and install heavy duty bumpers at a cost of $12,637.00.

Owens-Illinois reports that the raising of the "A" Line spur track has solved the problem sufficiently to provide safe handling of their rail cars and adjustment of the "B" Line spur track will not be necessary.

NOTED
E. S. HUNTER

Form 734-3122

The construction of the "A" Line spur track to a grade that did not permit the safe handling of rail cars was not the fault of Owens-Illinois. Owens-Illinois was not aware that prior approval from the State and FHWA was required prior to contracting the corrective track reconstruction. It is the State's opinion that the adjustment of the track was necessary to provide a complete and workable relocation of Owens-Illinois operation and that they are entitled to full reimbursement of costs incurred. Owens-Illinois costs have been audited by our Accounting Section and found to be substantiated and accurate. Copies of Owens-Illinois' Invoice M.S.R.O. 21512 and supporting invoices are attached.

Your approval of the track reconstruction and federal participation in reconstruction cost of $13,323.13 is requested.

JBB:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

8536

L.

June 29, 1982

Owens-Illinois, Inc.
P. O. Box 1035
Toledo, OH 43666

AGR

Attention: George A. Pavuk
CCD - Real Estate

Gentlemen:

Jack Sollis forwarded to this office your letter of June 23, 1982, requesting copies of two agreements dated April 29, 1977, and February 13, 1978, relating to the relocation of your facilities in conjunction with the construction of I-205.

We have attached the two agreements requested.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

js
Attachments

bc: Jack Sollis

OWENS-ILLINOIS
Glass Container
Division

RECEIVED
JUN 23 1982
LEGAL

June 23, 1982

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice,
State of Oregon
211 Transportation Building
Salem, Oregon 97310

Misc C & A
6082

RE: EAST PORTLAND FREEWAY
MULTNOMAH COUNTY
PROJECT NO. I-205-7(9)313
YOUR FILE - R-44235

Jack:

Attached for quick reference is a copy of your memo of February 13, 1978.

On January 1, 1982 Owens-Illinois decentralized its real estate operations and distributed its real estate records (approximately 25,000) to each of its eight (8) operating divisions. One of our first "casualties" is the misplacement of the April 29, 1977 Agreement and February 13, 1978 Supplemental Agreement with the "State of Oregon by and through its Department of Transportation, Highway Division" dealing with subject project.

I would be most appreciateve if you would forward a xerox copy of the two (2) above documents to my attention.

Thank you for your help in this matter.

Respectfully yours,

OWENS-ILLINOIS, INC.

George A. Pavuk
GCD - Real Estate

lao

RECEIVED
JUN 28 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 1035 Toledo, Ohio 43666 (419) 247-5000

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~196 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

February 13, 1978

Beatrice K. Bleicher
Attorney at Law
1717 K Street, N.W.
Washington, D.C. 20006

Re: East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
Our File: R-44235

Dear Ms. Bleicher:

In reply to your memo of February 7, 1978, please find enclosed a duplicate original of the executed agreement between the State and Owens-Illinois. You will note that we have changed the date on the first page of the agreement to the 13th day of February, 1978, as that was the date that the Highway Engineer signed the agreement. I have forwarded copies of the agreement to the Right of Way Section so that payment to Owens-Illinois will be forthcoming very soon.

I have talked to Mr. Alden in Portland and we are in the process of closing out the matter and will work through his office in exchanging documents and in concluding the matter. Again may I thank you very much for your cooperation in concluding this transaction.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sb;hg
Enclosure

cc - J. M. Alden
Jack Cartwright

RECEIVED
JUN 28 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8536

Form FHWA 121 (1/80)

1.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project No. I-205-7(9)313
Owens-Illinois Plant Site Relocation
Columbia Blvd. Interchange Section
East Portland Freeway

Date: December 22, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We concur in Mr. Boyd's recommendation to make a final payment of $11,659.77 to Owens-Illinois for the items identified in his letter.

The payment is considered to be administratively justified in fulfilling the commitment to relocate a portion of Owens-Illinois Glass Container Plant.

In regard to adjustments of the railroad storage tract grade, a separate decision will be required when all the facts are assembled.

John H Wickman
for G. L. Green

cc:
OSHD (J.B.Boyd R/W)
OSHD (Jack Carwright R/W)
OSHD (E. S. Hunter)

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FOR
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8536 ROW 12 L.

VICTOR ATIYEH

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 18, 1980

In Reply Refer to File No.

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right-of-Way Manager

RECEIVED DOT DIRECTOR
DEC 19 '80
REFER TO
FOR
Info | Info | R/D | D/R | Sig | Ad | File

SUBJECT: Justification of Payment
O-I Invoice M.S.R.O. No. 31363
Owens-Illinois Plant Site
Relocation
Columbia Blvd. Interchange
Section
East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
File No. R-44235
Your File No. A21-2711

In the relocation of part of Owens-Illinois operation, there were a number of items that were either included in the contract and not completed or were overlooked and not included in the contract. It was necessary for Owens-Illinois to complete these items to carry on their operation. The items are listed below with an explanation or justification for payment for each item:

1.	Labor To move equipment out of storage shed and clean up.	$1,842.84
2.	To move cullet and clean up.	1,243.67
3.	Plus wage increment (3086.51 x .449).	1,385.84
		$4,472.35

In Item #1, it was necessary to move all storage items out of a large storage shed so that it could be moved and reconstructed.

In Item #2, the moving of a large pile of cullet (recycled glass) was necessary in order to relocate the new tracks and buildings.

Form 734-3122

4. Materials used by Owens-Illinois not included or completed in the contract are as follows:

   Replacing guy pole in north track shed, it was a necessary private power line adjustment within the reconstruction area. — $2,005.00

5. Petrolane Columbia Gas & Service charge for moving propane. — 767.26

   As much liquid gas as possible was removed from the tanks before moving, the remaining gas was burned off.

6. Propane lost in move. — 2,573.65

   Liquid gas that could not be removed from the storage tank and had to be burned off before the tanks were moved.

7. Install air lock. — 264.62

   This item was included in the contract but a motor was omitted. A motor and suction fan was necessary to remove dust particles from conveyor belts and hoppers.

8. Steel to cover grates at batchhouse. — 560.89

   This item, which also included covering beams with metal webs or "tents", was in the contract. The metal webs or "tents" were not completed by the contractor and overlooked in the final inspection.

9. Repair patio recreation room. — 1,016.00

   A water line, serving Owens-Illinois, Parkrose Water District, had to be rerouted which necessitated removal and replacement of part of a concrete slab patio adjacent to Owens-Illinois recreation room.

Some of the above items are documented with billings from other firms that completed the jobs.

All of the items listed above were necessary as part of the overall relocation of Owens-Illinois operation and they should be compensated for these incidental costs as a cost-to-cure in making them whole in their operation.

It is also agreed and understood that with this payment Owens-Illinois will make no further claims to the State for items missed, not completed, or unforeseen, excepting a required adjustment to railroad storage track grade.

I recommend that a final payment of the above items in the amount of $11,659.77 be paid to Owens-Illinois.

JBB:VW:JC:jc

cc: E. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

#0336

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

NOTED
E. S. HUNTER

July 2, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Billing for Miscellaneous Costs
Owens-Illinois Plant Site
Relocation
Columbia Boulevard Interchange
Section
East Portland Freeway
Multnomah County
Project #I-205-7(9)313
File #R-44235

Dear Mr. Green:

Here is a copy of Owens-Illinois (MSRO) No. 31363 dated February 22, 1979 which covers Miscellaneous Costs incurred in the relocation of a portion of Owens-Illinois Glass Container Plant. The Invoice has been reviewed by this office and audited by the Highway Division Accounting Section.

The cost for a stolen Coffing Hoist, included as a Material item, has been deleted by the State as not being eligible for reimbursement. The State cannot accept responsibility for items stolen that are not under State control.

The cost of Fuel Oil lost in the move, included as a Material item, has been deleted from the Invoice by mutual agreement between the State and Owens-Illinois. The lost Fuel Oil was sludge remaining after the usable oil was drained from the tank.

The item "Propane Lost In Move" included as a Material cost was questioned by the State and an explanation requested of Owens-Illinois. Partial explanation is included in an attached letter from Owens-Illinois. dated June 20, 1980. Petrolane Columbia Gas Service, the company who accomplished the relocation of the propane from the old tanks to the new tanks for Owens-Illinois, was contacted and an explanation for the lost propane requested. Petrolane explained verbally by telephone that it is impossible to remove all residue propane from large tanks for transfer. Regulations require that the residue gas must be purged by burning before the tank can be moved and the integrity of valving re-established. The State considers this a just relocation cost and eligible for reimbursement.

The State's audit of the Owen-Illinois billing has disclosed that a portion

of the labor included under Items 1 and 2 was not fully substantiated. 103 hours under Item 1 and 80 hours under Item 2 were not coded by Owens-Illinois employees to be charged to the relocation project. Information as to proper billing for these labor costs were supplied by an Owens-Illinois supervising foreman. It is the State's opinion that these costs are justified and eligible for reimbursement.

Federal participation in the Miscellaneous Relocation Costs incurred by Owens-Illinois is requested. Actual Miscellaneous Relocation Costs accepted by the State is $11,659.77.

Yours truly,

D. E. Swan
Operation Programming Engineer

DES/csr
Attachment
cc: E. S. Hunter
Jack Cartwright
Rich Evans
Gary Kennen

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-4

June 2, 1980

Mr. R. A. Hansen
Plant Engineer
Owens-Illinois
PO Box 20067
Portland, OR 97220

MSRO No. 31363
Owens-Illinois Plant Site Relocation
Columbia Blvd. Intchge. Section
East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
File No. R-44235
Your File No. A21-2711

Reference is made to your letter of June 19, 1979 which provided an explanation of the miscellaneous cost covered by your Invoice (MSRO) No. 31363, dated February 22, 1979. The State has reviewed the explanation contained in your letter and has completed a preliminary audit of the quantities and costs involved.

The State's audit of your records disclosed that a part of the labor cost could not be substantiated. There were no documents to back up 103 hours of labor under Item 1, "To move equip., etc. out of shed and clean up 5/77 to 7/77". There were no records to back up 80 hours of labor included in Item 2, "To move cullet & clean up 8/77 to 11/77". It is our understanding that these labor costs were estimated. The State and the Federal Highway Administration cannot reimburse your Company for unsubstantiated labor. Please advise if documentation to support the unsubstantiated labor costs is now available.

The State has determined that they cannot be held liable for the cost of the stolen Coffing Hoist listed as an item under Material Cost. The State, therefore, must deny reimbursement for the $272.52 cost of the Coffing Hoist.

The explanation for the item "Propane lost in move" included in the Material Cost is insufficient for the State to approve reimbursement for these costs. It is my understanding that Petrolane Columbia Gas Service recovered and replaced the propane gas after the tanks had been relocated. Would you please obtain a detailed explanation of the reasons for the loss of the propane gas during the tank relocation.

NOTED
E. S. HUNTER

As per prior agreement between Mr. S. J. Blair (please refer to Mr. Blair's Inspection Report, dated Dec. 23, 1977), the State is relieved of the cost of the fuel oil lost in the relocation.

Upon settlement of the unsubstantiated labor costs included in your billing and receipt of a detailed explanation of the propane gas loss, the audit of your billing will be completed and a request forwarded to the Federal Highway Administration for approval of reimbursement. Your cooperation in this matter will be greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC/vlw
bc: E. S. Hunter
J. L. Sollis - w/attach.
J. B. Boyd "
Rich Evans "
E. L. Hardt "
P. R. Barnhart "
Gary Kennen "

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U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

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cc: State (H. S. Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7-11-79	C. T. Christianson, Area Engineer		I-205-7(42)313
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-28-78	7-19-78	100 %	S.C.D. 11-1-77
APPROVED EXTENSIONS	**LOCATION**		
65 C.D.	Intersection of I-205 and Columbia Blvd. (Portland)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA BLVD. INTERCHANGE SECTION
Owens-Illinois Reloc.

The purpose of this project was to make adjustments to the Owens-Illinois glass plant in order to facilitate I-205 construction. The adjustments included plant fuel supply tanks, raw-materials unloading hoppers and Railroad service tracks. The project was complex and involved close coordination with Owens-Illinois Engineering and Operations personnel as well as the Railroad. Twenty-four hour plant operations were maintained.

The project was completed at a total final cost of $1,726,856.96 representing a negligible overrun of estimated cost. The project has been accepted by Owens-Illinois and the Railroad.

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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: C. T. Christianson		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 7-11-79	TITLE: Field Operations Engineer	DATE: 7-12-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State.

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE *	COUNTY	FEDERAL PROJECT NO. *	URBAN (X) * RURAL ( )
Oregon 8536 - 26	Multnomah	I-205-7(42)313	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		Y040		DATE STARTED * 6-14-77
20	FINAL CONSTRUCTION COST*	DOL.	1,595,541		DATE COMPLETED * 4-28-78
21	LENGTH OF PROJECT	MILES	0.00		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
30	LABOR * *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 23,772	GROSS EARNINGS 249,513
22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	710,228	
9	PETROLEUM PRODUCTS *	GAL.	12,318	
1	CEMENT	BBL.	470	

CARD C

2	AGGREGATES PURCHASED	TON.	17,772	
92		CU. YD.	8,306	
3	BITUMINOUS MATERIAL	GAL.	55,680	
4	LUMBER	THSD. BD. FT.	32	

CARD D

5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	197,157	
8	STRUCTURAL STEEL	LB.	117,005	
10	EXPLOSIVES	LB.	0	

CARD E

11	READY-MIXED CONCRETE	CU. YD.	1,846	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON		
95		CU. YD.		

CARD F

16	MISCELLANEOUS STEEL	LB.	27,000	
17	FENCING	LIN. FT.	4,852	
18	GUARDRAIL	LIN. FT.	450	
19	BRIDGE RAIL	LIN. FT.		

CARD G

23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	1,282	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	52,627	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CARD H — CULVERT ITEMS

ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
6	CORR. STEEL CULVERT	
	36	130
	8	2005

CARD J

ITEM		
13	CONCRETE PIPE	
	12	738
	15	290

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	

* MUST BE REPORTED ON ALL REPORTS — REVIEWED BY: — DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8536

9

ROW 18-4

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

NOTED
S. HUNTER

April 17, 1979

Mr. Dave L. Miser
Project Manager
Owens-Illinois, Inc.
P. O. Box 1035
Toledo, OH 43666

MSRO No. 31363
Owens-Illinois Plant Site Relocation
Columbia Boulevard Interchange Section
East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
File No. R-44235
Your File No. A21-2711

Dear Mr. Miser:

We are in receipt of your Invoice (MSRO) No. 31363 dated February 22, 1979, which covers Miscellaneous Costs related to the relocation of facilities at your Portland Owens-Illinois Plant. These costs were not previously discussed and are not covered by any existing reimbursement agreement between the Oregon Transportation Commission and Owens-Illinois. We, therefore, need a detailed explanation of the reasons for the cost covered by the referenced Invoice. A copy of the Invoice is attached for your information.

One item covered by the Invoice is Loss of Fuel Oil in the Relocation Operation. Reference is made to Mr. S. J. Blair's inspection report dated December 23, 1977. The sixth paragraph on page 3 of the report refers to unusable oil in the old tank. Mr. Blair's letter states that this had been reviewed with Del Roses, and they agreed that this material would be written off by Owens-Illinois and that the State would have no responsibility for the cost of the unusable oil. A copy of Mr. Blair's report is attached for your information.

Upon receipt of your explanation of the relocation cost, the Invoice will again be reviewed and processed for appropriate payment. Your cooperation and assistance in accomplishing the relocation of the Portland Owens-Illinois Plant relocation is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Engineer

RECEIVED
TECHNICAL SERVICES
APR 17'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JMC/seb
Attachments
bc: E. S. Hunter
J. L. Sollis
J. B. Boyd
Rich Evans
E. L. Hardt
P. R. Barnhart
Gary Kennen

Form 734-3123

8536

July 21, 1978

Great American Insurance Co.
Pacific Northwest Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 8536 awarded to Pelton Concrete Construction, Inc., for work on the Columbia Boulevard Interchange (Owens-Illinois Relocation) Section of the East Portland Freeway in Multnomah County was completed on April 28, 1978, and accepted by the State Highway Engineer on July 19, 1978.

Final payment in the amount of $12,556.91 will be released to the contractor after July 26, 1978. The total contract amount is $1,521,531.57 including $40,230.21 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkn

cc Pelton Concrete Construction, Inc.
4410 S. W. Beaverton Hwy.
Portland, OR 97221

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8536

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 20, 1978

1-205-26

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: M. W. Stovall
Region 1

SUBJECT: File 44235
Owens-Illinois
Col. Riv. - N. E. Sandy Blvd.
Multnomah County
East Portland Freeway

Attached is a reproducible copy we had made of your survey of the property the State is deeding to Owens-Illinois. We just received word from Owens-Illinois that the survey has been accepted by their engineer.

Please have your copy registered in the County Surveyor's Office and advise us of the recording information for our records.

Thank you.

Christensen
George
Olson
Terpin
Sullivan
Scott K
Savage

RECEIVED
AUG 09 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

AE
mp
Attach.

Copy with notes sent
A.L. Egan
8-1-78

Survey has been recorded. Co. record no. will be given to me. M.W.Wad

Mult. County Surveyor's Office recording nos. are: 42383 =
T- 16/32

M.W.Wad
8-1-78

cc Floyd Scott
8-8-78

Received copy 8-16-78

8536

6-27-78

1-205-29

Columbia Grid Inc

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	ORIGINAL CONTRACT	SEMI-FINAL EST.	% +or-
Contract Amount	1,441,339.80	1,444,255.15	+0.2
Additional Anticipated	89,000.00	75,657.27	-15.0
Contingencies	68,865.29	64,060.30	-7.0
Engineering	122,427.18	142,884.24	+16.7
Total	1,721,632.27	1,726,856.96	+0.3

RECEIVED
JUN 27 1978
ENGINEERING SECTION

Verstoeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

Do Not File
Return To
Bring Up ___/___/___
Action

Overruns & Underruns
Contract No. 8536

Cargo-Utilities Relocation
Columbia Blvd. Interchange

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
1	Mobilization	Lump Sum	100%	100%	0.0
2	Direction of Traffic Temporary Protection	Lump Sum	100%	100%	0.0
3	Temporary Signs Additional signing need at Barrow Area No. 2	Sq.Ft.	120	213.6	+78.0
4.	Temporary Barricades	Each	8	8	0.0
5	Flagmen Original estimate in error.	Hour	750	325.5	-56.6
6	Clearing and Grubbing	Lump Sum	100%	100%	0.0
7	Removal of Structures and Obstructions	Lump Sum	100%	100%	0.0
8	Pitch Excavation Original estimate is in error.	Cu.Yd.	80	95.23	+19.0
9	Borrow Excavation Fill along "A" line sta. 17 to 21 is about 10' wider than plan. Site area excavation underran plan quantity.	Cu.Yd.	58,900	67,778.38	+15.1
10	Granular Embankment Material Original estimate in error. Location cross-section where inadequate.	Cu.Yd.	5,840	4,806.67	-17.7
11	Fiber Filter Original estimate in error.	Sq.Ft.	26,540	25,478.8	-4.0
12	Trench Excavation Original estimate in error.	Cu.Yd.	715	701.38	-1.9
13	Finishing Roadbed and Slopes	LumpSum	100%	100%	0.0

Item No.	Item	Unit	Contr. Quantity	Final Quantity	% + or -
14	Watering Due to the scheduling, watering was not needed.	M-gal	500	245.9	-50.8
15	Stucture Excavation Original Estimate in error.	Cu.Yd.	2,230	2,329.48	+4.5
16	1"-0" Aggregate Base Used 1"-0 rock for temp. road during the labor strike of O&I and for inclement weather conditions.	Ton	1,360	3,189.70	+134.5
17	Plant Mix Aggregate Base Original estimate in error.	Ton	8,430	8,566.03	+1.6
18	Treated Base Mixture Original estimate in error.	Ton	1,610	1,675.73	+4.0
19	Cement in Treated Base Bid Quantity was in excess of mix design.	Ton	90	78.04	-13.3
20	Class "B" or "C" Asphalt Asphalt Concrete Mixture Additional plant areas were paved.	Ton	3,890	4,436.839	+14.0
21	Asphalt Cement in Mixture Original estimate in error.	Ton	250	230.427	-7.8
22	Concrete in Walls Original estimate in error.	Cu.Yd.	1,005	987.61	-1.8
23	Reinforcement in Walls Original estimate in error.	Lb.	138,100	128,027.42	-7.3
24	Reinforced Concrete Surfacing Original quantity is in error.	Sq.Yd.	1220	979.50	-19.7
25	36-inch Culvert pipe	Lin.Ft.	130	130	0.0
26	12-inch Sewer Pipe Original estimate in error.	Lin.Ft.	664	716	+7.8
27	15-inch Sewer Pipe Original estimate in error.	Lin.Ft.	314	290	-7.6

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
28	Concrete Manholes **Deleted 1 manhole in revision of plant drainage.**	Each	2	1	-50.0
29	Concrete Inlets, Type C-2M **Additional need in plant area.**	Each	7	9	+28.6
30	Concrete Inlets, Type P **Additional inlets used in revised drainage of WF3 line and Plant area.**	Each	2	9	+350.0
31	8-inch Drain Pipe Original estimate in error.	Lin.Ft.	1,485	1,985	+33.7
32	Drains Special Filter Material in Drains Original estimate in error.	Cu.Yd.	93	84.62	-9.0
33	Gravel Sump **Replaced gravel sump by using outfalls.**	Each	2	0	-100.0
34	Guard Rail, Type 1A Original estimate in error.	Lin.Ft.	438	450	+2.7
35	Rail End Pieces, type B	Each	2	2	0.0
36	CL-4R Chain Link Fench Original estimate in error.	Lin.Ft.	1,380	1,251	-9.3
37	Modified CL-6R Chain Link Fench **Additional fence installed on the East side of I-205 sta. 175+65 to 181.**	Lin.Ft.	3,110	3,553	+14.4
38	24'x72" Chain link double gate **Additional gate used on the east side of I-205 sta. 177.**	Each	1	2	+100.0
39	32'x72" Chain link double gate **Deleted by P.A. 8.**	Each	1	0	-100.00
40	Concrete Curbs Original estimate in error.	Cu.Yd.	10	9.69	-3.1
41	Loose Riprap, Class 50	Cu.Yd.	180	179.3	-0.4
42	Roadside Seeding and Mulching Original estimate in error.	Acre	7	2.6	-62.9

Item No.	Item	Unit	Contract Quantity	Final Quantity	% + or -
43	Roadside Mulching Mulching was not used.	Acre	1	0	-100
44	Cross-Over	Each	1	1	0.0
45	Turnouts	Each	2	2	0.0
46	Bumper Posts	Each	3	3	0.0
47	Derail	Each	1	1	0.0
48	Track and Ties Plan quantity was in error.	Lin.Ft.	3,710	3,244	-12.6
49	Railroad Ballast Used additional material as toe path rock.	Cu.Yd.	1,670	2,374.6	+42.2
50	Plant Facilities Relocation	Lump Sum	100%	100%	0.0

PRICE AGREEMENT'S

1	On-The-Job Trainees Estimated hours not used.	Hours	2000	1757.75	-12.1
2	Issue One Materials Receipt		Documentary Only		
3	Extruded Curb Original estimate in error.	Lin. Ft.	1000	906	-9.4
4	Revise Deck in Track Sheds	Lump Sum	100%	100%	0.0
5	Void				

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	% +or-
	PRICE AGRREMENT'S CON'T.				
6	Install 40' x 72" Chain Link Gate	Lump Sum	100%	100%	0.0
7	Void				
8	Install 40' x 72 " Gate	Each	1	1	0.0
9	Hose Cabinet	Lump Sum	100%	100%	0.0
10	Inspec. Door in Conveyor	Lump Sum	100%	100%	0.0
11	Rialroad Toepath Used railroad ballast as toepath rock.	Cu Yds.	1400	929.5	-33.6
	EXTRA WORK ORDERS				
1	Drain Pipe Original estimate in error.	Extra Work	300.00	296.70	-1.1
2	Saturday Overtime Pay Original estimate in error.	Extra Work	12,500.00	6216.29	-50.3
3	Shoring & Cribbing Original estimate in error.	Extra Work	18,000.00	17,465.14	-2.9
4	Erosion Protection Blanket Original Estimate in error,	Extra Work	18,700.00	15,997.28	-14.5
5	30,000 Gal LPG Tank Original estimate in error.	Extra Work	400	254.87	-36.3
	STATE FORCE ORDERS				
1	Const. & Reloc. RR Track original est. in error	SFO	66,690.00	74,251.07	+11.3
2	UPRR Protection	SFO	19,000	* No Billing	

* No Billing - SFO #2 deleted, Protection paid for under SFO #1.

8536

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Columbia Blvd. Interchange
(Owens-Illinois Relocation)
I-205

Permit No. 2595
Permit Type Removal/Fill
Waterway Columbia Slough
County Multnomah
Expiration Date 6-22-78
c/r PN 77-N-06
Highway Job No. 193

PELTON CONCRETE CONSTRUCTION, INC.

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene K. Actrem
Authorized Signature

June 22, 1977
Date issued

ATTACHMENT "A"

Special Conditions for Material Removal/Fill Permit No. 2595 A

1. This permit authorizes the placement of fill in Johnson Lake necessary to the bridge construction project as outlined in permit application, maps, drawings and supplemental letter submitted by Oregon State Highway Division (OSHD Permit No. 193).

2. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

3. There shall be no removal or filling in the water between October 1 and May 1.

4. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be placed on fill slope in the lake.

   b. All areas of streambank disturbance not covered by riprap shall be seeded or planted with grass and/or legumes, shrubs and trees.

   c. The riprap rock shall be placed from above the bank.

   d. The completed revetment shall have a slope no steeper than 2:1.

   e. Removal of existing vegetation shall be kept at a minimum.

5. Waste materials and spoils shall be placed above the bankline.

6. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 22, 1977

SEND TO: Don Trout, Room 223 Transportation Bldg., Salem, OR 97310

~~Division of State Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

APPLICATION
STATE OF OREGON
REMOVAL-FILL PERMIT
(ORS 541.605 et seq.)

FOR DIVISION USE:
Permit No. 2595
Waterway
County
Return by

OSHD PERMIT No. 193a
Columbia Blvd. Interchange
(Owens-Illinois Relocation)
I-205, Multnomah County
March 22,1977

(Please Print)

1. Applicant's Name PELTON CONCRETE CONSTRUCTION, INC. Phone 246-1112
   Address 4410 S. W. Beaverton Highway
   City Portland State Oregon Zip 97221
2. Project Supervisor's Name Wm. F. Kostur Phone 246-1112
3. Property Owner's Name Oregon State Highway Division
   Address State Transportation Building Phone
   City Salem State Oregon Zip 97310
4. Waterway affected by project Columbia Slough Tributary of Columbia River
   County Multnomah River Mile Section 15, 16 & 21 Township 1 N Range 2 E
   Local name for project location: Columbia Slough
5. Purpose of project: To fill in the end of Johnson Lake.
6. Describe your proposed project, including any planned restoration of disturbed areas (attach additional sheet if necessary):

7. When will project start? Summer 1977 Be completed? Summer, 1973
8. Project will be: removal ____ fill X combination ____ riprap X
9. Fill will consist of: rock X gravel X sand ____ silt ____ other ____
   Removal will consist of: rock ____ gravel ____ sand ____ silt ____ other ____
10. Fill material involved (cu. yds.): annually ____ total project Approx. 15,400 Cu.Yd.
    Removal material involved (cu. yds.): annually ____ total project ____
11. Where will you place surplus materials?

Signed Fred P. Grigsby Title Owner Date 6-9-77
Fred P. Grigsby

CONTINUED ON BACK OF SHEET

RECEIVED
JUN 13 1977
DIVISION OF STATE LANDS

8536

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Blvd. Interchange (Owens-Illinois Relocation)		WEEK ENDING: May 18, 1978
		SECTION PREFIX: 626-1015
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: Owens-Illinois Relocation	KIND OF WORK: Grading, Paving, and Plant Facilities	
CONTRACTOR: Pelton Concrete Construction, Inc.	CONTRACT NUMBER: 8536	FEDERAL AID PROJECT NUMBER: I-205-7(42)313
DATE OF CONTRACT: June 2, 1977	DATE WORK STARTED: June 14, 1977	ESTIMATED COMPLETION DATE: May 8, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 8, 1978	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 1,721,632.27		
EXCLUSIVE OF ENGINEERING: $ 1,599,205.09	ENGINEERING AUTHORIZATION $ 122,427.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,641,153.79	ENGINEERING COST TO DATE $ 113,011.38	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.0 %	PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: April 28, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
100%	100%	99%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,000 CY	11,400 ton			3,890 ton
TOTAL QUANTITIES CORRECTED TO DATE	67,776 CY	13,432 ton			4,436 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	67,776 CY	13,432 ton			4,436 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
May SUNDAY 14	Rain			
MONDAY 15	Showers			
TUESDAY 16	Cloudy			
WEDNESDAY 17	Fair			
THURSDAY 18	Fair			
FRIDAY 12	Rain			
SATURDAY 13	Rain			

8536

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-45		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	5-3-78	Project Number I-205-7(42)313

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 , 1977 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,645,357	$ 1,796,800
Federal funds	$ 1,517,677	$ 1,657,300
Other revisions		

This modification is made for the following reasons: To include authorized work by railroad forces, increases in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, April 26, 1978

Federal Aid Project
No. I-205-7(42)313

COLUMBIA BLVD. INTERCHANGE (OWENS-ILLINOIS RELOCATION)
EAST PORTLAND FREEWAY IN MULTNOMAH COUNTY

Revised Project Agreement Estimate

Type Code Y040
Railroad Relocation (Sta 169+50 to Sta. 190+50)

Subtotal on Previous Estimate of June 29, 1977			$1,462,539.80
Previous Estimate			
Borrow Excavation	58,900 Cu.Yd.	$ 1.25	73,625.00
1"-0 Aggregate Base	1,360 Ton	6.80	9,248.00
			$ 82,873.00
Revised Estimate			
Borrow Excavation	67,776 Cu.Yd.	1.25	84,720.00
1"-0 Aggregate Base	3,190 Ton	6.80	21,692.00
PA 11 Rock for Railroad Toepath	928 Cu.Yd.	16.10	14,940.80
EWO 2 Overtime Pay	All Required		12,500.00
EWO 3 Shoring and Cribbing	All Required		17,465.00
EWO 4 Erosion Protection Blanket	All Required		15,929.00
SFO 1 Work by UPRR (Track Const)	All Required		67,099.00
			$ 234,345.80
	Increase		151,472.80
	Subtotal		$1,614,012.60
	Engineering		182,787.40
	Total		$1,796,800.00

Length of Project - - - - - - - - - - - - 0.00 Mile

Federal Funds (92.24%)	$1,657,300.00
State Funds	139,500.00
Total	$1,796.800.00

Group 1 100%
Contract No. 8536
Prefix: 626-1015

8536.

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-90	FEDERAL-AID PROJECT AGREEMENT	Oregon
	7-7-77	County: Multnomah
		Project No.: I-205-7(42)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. US 30 Bypass, N.O. 4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-77	0.00

OTHER *(Specify)*

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,645,357	$ 1,517,677

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Lumb

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

For: G. L. Green

By Glen W. Gray
(Division Administrator)

Date executed by Division Administrator JUL 7

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, June 29, 1977

FEDERAL AID PROJECT
No. I-205-7(42)313

COLUMBIA BLVD. INTERCHANGE (OWENS-ILLINOIS RELOCATION)
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code Y040
Railroad Relocation (Sta. 169+50 to Sta. 190+50)

Mobilization	All Required		$ 59,572.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	120 sq. ft.	6.00	720.00
Temporary Barricades	8 only	122.00	976.00
Flagmen	750 hr.	17.00	12,750.00
Clearing and Grubbing	All Required		27,615.00
Removal of Structures and Obstructions	All Required		23,138.00
Ditch Excavation	80 cu. yd.	5.50	440.00
Barrow Excavation	58,900 cu. yd.	1.25	73,625.00
Granular Embankment Material	5,840 cu. yd.	9.36	54,662.40
Fiber Filter	26,540	0.25	6,635.00
Trench Excavation	715 cu. yd.	5.00	3,575.00
Finishing Roadbed and Slopes	All Required		29,042.00
Watering	500 M-Gal.	12.00	6,000.00
Structure Excavation	2,230 cu. yd.	4.00	8,920.00
1"-0 Aggregate Base	1,360 ton	6.80	9,248.00
Plant Mix Aggregate Base	8,430 ton	6.95	58,588.50
Treated Base Mixture	1,610 ton	9.00	14,490.00
Cement in Treated Base Mixture	90 ton	60.00	5,400.00
Class "B" or "C" Asphalt Concrete Mixture	3,890 ton	12.60	49,014.00
Asphalt Cement in Mixture	250 ton	64.00	16,000.00
Concrete in Walls	1,1005 cu. yd.	120.00	120,600.00
Reinforcement in Walls	138,100 lb.	0.19	26,239.00
Reinforced Concrete Surfacing	1,220 sq. yd.	15.30	18,666.00
36-inch Culvert Pipe	130 lin. ft.	21.00	2,730.00
12-inch Sewer Pipe	664 lin. ft.	7.25	4,814.00
15-inch Sewer Pipe	314 lin. ft.	9.10	2,857.40
Concrete Manholes	2 only	595.00	1,190.00
Concrete Inlets, Type G-2M	7 only	354.00	2,478.00
Concrete Inlets, Type 2	2 only	338.00	676.00
8-inch Drain Pipe	1,485 lin. ft.	4.60	6,831.00
Special Filter Material in Drains	93 cu. yd.	21.00	1,953.00
Gravel Sump	2 only	363.00	726.00
Guardrail, Type 1A	438 lin. ft.	7.25	3,175.50
Rail End Pieces, Type B	2 only	85.00	170.00

CL-4R Chain Link Fence	1,380 lin. ft.	3.80	5,244.00
CL-6R Chain Link Fence, Mod.	3,110 lin ft.	5.75	17,882.50
24'X72" Chain Link Double Gates	1 only	605.00	607.00
32'X72" Chain Link Double Gates	1 only	1,004.00	1,004.00
Concrete Curbs	10 cu. yd.	191.00	1,910.00
Loose Riprap, Class 50	180 cu. yd.	19.30	3,474.00
Roadside Seeding and Mulhing	7 acre	437.00	3,059.00
Roadside Mulching	1 acre	311.00	311.00
Cross-over	1 only	28,000.00	28.000.00
Turnouts	2 only	13,500.00	27,000.00
Bumper Posts	3 only	1,000.00	3,000.00
Derail	1 only	526.00	526.00
Track and Ties	3,710 lin ft.	29.00	107,590.00
Railroad Ballast	1,670 cu. yd.	14.00	23,380.00
Plant Facilities Relocation	All Required		562,835.50
			$1,441,339.80

Anticipated Items

Railroad Protective Costs	All Required	$ 19,000.00
Permanent Pavement Striping (S.F.)	All Required	100.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees 2 at $800	All Required	1,600.00
		$ 21,200.00
	Subtotal	$ 1,462,539.80
	Engineering	182,817.20
	TOTAL	$ 1,645,357.00

Length of Project . . . . . 0.00 mile

Work Retained in Program Status
(not included in totals below)

Work by O-I Railroad	All Required	$ 67,100.00
Permanent Signing	All Required	500.00

Federal Funds (9224%)	$ 1,517,677.00
State Funds	127,680.00
TOTAL	$ 1,645,357.00

Group 1 - 100%
Contract No. 8536
Prefix 626-1015

Columbia Blvd. Intchge. (O-1 Relocation)
Non participating - State Work

State Responsibility for Damages	All Required	$200.00

8536

H. S. Coulter

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 28, 1978

RECEIVED
STATE HWY ENGR
MAY - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: EDWARD L. HARDT
Region Engineer

TO: PAUL BARNHART
Resident Engineer

SUBJECT: PAUL BARNHART'S EFFORTS ON THE OWENS-ILLINOIS CONTRACT

NOTED
H. S. COULTER

The Owens-Illinois Company relocation contract is virtually complete. I have just received a very nice letter from the contractor (copy attached) which expresses his appreciation for the fine work done by you and Bud Broderick.

It's unusual for us to receive a letter like this from a contractor. In fact, I can only remember of one or two others like it. However, this was an unusual project and I think it took an unusual person to handle it as you did. Not only did you have the usual problems of contract administration with a contractor, together with the usual Federal, State, and local requirements that goes with that, but in this case you also had to contend with:

1) cutting into the middle of an operating company's production plant with all of the problems and risks connected with that,

2) the vagueness, uncertainties, and delays associated with working with the Union Pacific Railroad,

3) a contract that was rushed and not really ready for contracting, but that had to be let in order to not delay the entire I-205 project,

4) plans and specifications drawn up by an outside agency (Owens-Illinois) that had to be incorporated into our style of doing business (not always too successfully as it turned out),

5) work that you were not all that familiar with --- which were mechanical things that go into the makeup of a glass manufacturing plant,

6) the pressure and stress of knowing that you had to get the contractor out of the plant by a certain date or the State would be liable for whatever losses of production the plant might dream up,

7) a strike involving the shutdown of the plant and a certain amount of violence resulting from the strike which materially affected our contractor's ability to get his people to the work site,

8) resolving the internal differences between the Owens-Illinois design people in Toledo, Ohio, who had prepared the alteration plans with the ideas about how the plant ought to be built from the operating people in Portland,

9) trying to get the Parkrose Water District to do their thing on some kind of responsible schedule,

10) probably several other factors that I'm not even aware of that you took care of on your own.

You got the job done practically on schedule without spending much more than the contract amount. I'm sure Mr. Boyd, who had a lot of his reputation on the line on this project, is grateful to you for the work you did. Completion of the project was vital to the overall progress of the entire I-205 project and you can be proud in the knowledge that you made it happen. You and the members of your crew are to be congratulated for this accomplishment. I wish I could reward you in a more substantial way, but under our system the best I can do right now is say thanks.

ELH/cr
Attachment
cc H. S. Coulter w/attachment
Carroll Keasey "
J. B. Boyd "
R. N. Bothman "
E. S. Hunter "
Personnel files of Barnhart and Broderick

Pelton Concrete Construction, Inc.
4410 S.W. BEAVERTON HWY. PORTLAND, OR. 97221 246-1112

April 20, 1978

State Department of Transportation
P. O. Box 02157
Portland, Oregon 97202

Attention: Edward L. Hart

Dear Mr. Hart:

I am writing this letter after final completion and acceptance of your State Contract 8536 for the Columbia Boulevard Inter-change (Owens-Illinois Re-location) Grading, Paving and Plant Facilities Project.

I am sure you are aware of the difficult nature of this contract. It involved the Re-location of Oil and Propane Supply Systems, along with a New Rail Spur to service Owens-Illinois Plant. We were further required to construct two (2) Rail Sand Unloading Facilities without interrupting the plant operations. We had an added problem when the plant employees went on strike.

The job was completed without major disruption of the Owens-Illinois Facility. The Owens-Illinois management people were impressed with the lack of problems. They had anticipated many inconveniences, which, I'm sure would have been recovered at State expense.

One of the outstanding reasons for the success of this project, was the State Department of Transportation's Field Construction team headed by Paul Barnhart and assisted by Bud Broderick. Time was so critical that Paul had to Air Freight Shop Drawings through Toledo, Ohio. Any delay in this area would have slowed the job. In most cases, these drawings were cleared in seven (7) days. When Owens-Illinois went on strike, Paul was on the site through three very difficult days. He then arranged for access to the job from the East side of the Freeway. This was an invaluable service to the contractor. The attitude of your Field team was always to assist and promote the completion of the project. Bud Broderick is a fine construction man and one, any contractor would be happy to have on his team. He was often consulted.

These people never allowed our crew to vary from plans and specifications, but at all times, we found them to be fair and honest men.

I wish to commend them to you and want you to know that they are a credit to you, and our State Transportation Dept.

We would look forward to working with them again.

Very truly yours,

Fred P. Grigsby

FPG/so

8536

9

April 19, 1978

Felton Concrete Construction, Inc.
4410 S.W. Beaverton Hwy.
Portland, OR 97221

Gentlemen:

Time Extension Request
Columbia Blvd. Interchange
Owens-Illinois Relocation
Contract No. 8536

Your request for additional time in which to complete the above project has been carefully reviewed and for the reasons stated in your request, a time extension of 65 days is hereby granted.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
E. L. Hardt
Paul Barnhart
FHWA
Robert Church

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 17, 1978

In reply refer to: HA.6-OR

SUBJECT: Oregon Project No. I-205-7(42)313
Owens-Illinois Relocation
East Portland Freeway
Contract Time Extension (8536)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur in the proposed sixty-five day time extension as outlined in your April 13, 1978, memorandum.

D.K. Hammer
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 18 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

M-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Feb. 15, , 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ time of completion from Nov. 1, 1977 ~~days~~ to 67 days, within which to complete our Contract No. 8536, without the assessment of liquidated damages. The said contract is described as follows: Owens-Illinois relocation - East Portland Freeway - Multnomah, County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet

Respectfully submitted,

PELTON CONCRETE CONST. INC.
Contractor

By Fred D. Pelton

CONSENT OF SURETY

Date FEBRUARY 16, 19 78

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Malcolm W. Reed
Attorney-in-fact

MALCOLM W. REED

(SEAL)

WELLS-REED-WOOD-WEST Co.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8536 Contractor Pelton Concrete Construction, Inc.

Highway East Portland Freeway

Section Columbia Blvd. Interchange (Owens-Illinois relocation)

Kind of Work Grading, paving and plant facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

65 days recommended.

65 days granted for utility delays, added shoring and cribbing work and the Owens-Illinois strike.

Recommended for Approval:

Marion Craft
for Division Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

H. L. Coulter
State Highway Engineer

SP*6296-734

Contract No.	8536
Project designation	I-205-7(42)313 (State Federal)
Date awarded	June 2, 1977
Work started	June 14, 1977
Per cent completed 99%	December 22, 1977 (Date)
Completion Date	~~XXXXXXXXXXXXXXXXXXXXXXXX~~ November 1, 1977
No. of Workdays Used	
No. of Added Workdays Requested	65

Pelton Concrete Construction, Inc.
4410 S.W. BEAVERTON HWY. PORTLAND, OR. 97221 246-1112

February 15, 1978

When starting excavation for south track shed, an 8in. water-line servicing Owens-Illinois was encountered. Before this service could be interrupted, Parkrose water district had to run in a new line and then the sprinkler sub-contractor had to cut-over the sprinkler lines. This stopped work on the south track shed, the "Y" retaining wall and portions of the "W" wall, from June 16th, 1977 to July 26th, 1977. This delayed work on the conveyor, north track shed, and rail installation. *41 days*

To install shoring and cribbing for the south track shed as required by Union Pacific Railroad, we were delayed from July 26th 1977 through August 3rd, 1977. *8 days*

On September 16th, 1977 Pickets for the Flint Glass Mold makers striking Owens-Illinois, shut the job down. All the subs were off the job until September 23rd, 1977. Most of Peltons' crew returned September 21st, 1977. *6 days*

In conjunction with the strike, Owens-Illinois permitted their sand supply to get low and would not approve the switch-over of the tracks until they had a reserve. This delayed the construction of the north track shed, "W" wall and spur tracks by ten (10) days Nov. 1st, 1977 to Nov. 10th, 1977. *10 days*

These delays total ~~67~~ 65 days. If we need additional time we have other delays.

8536

8

DATE: April 13, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
R. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request, Contract No. 8536
Columbia Blvd. Int. (Owens-Illinois Relocation)
Federal-aid Project No. I-205-7(42)313

The contractor on this project, Pelton Construction, Inc., has requested a 67-day extension of the fixed date specified for this project.

Pertinent contract time data are as follows:

Contract award	June 2, 1977
Work started	June 14, 1977
Specified completion	Nov. 1, 1977
Work substantially complete	Dec. 22, 1977
Liquidated damages to date	51 days

The timely completion of this project depended upon completing the south track shed and the conveyor system without delay. The Parkrose Water District had an 8-inch water line in conflict with this work. In spite of our best efforts, there was considerable difficulty in reaching an agreement with the Parkrose Water District. They desired a major water system to be placed which could not be justified. Owens-Illinois was also reluctant to grant an easement to the water district. As this was a critical contract in allowing other I-205 work to proceed, it was imperative this contract be awarded on schedule. The date of award was delayed until an agreement with the utilities had been reached. Subsequent time for ordering materials and water line relocation work delayed the contractor 41 days in his work on the critical south track shed and conveyor system. The contractor should be granted this time.

During excavation work on the south track shed, the UPRR insisted upon additional shoring and cribbing work. The work was covered by Extra Work Order No. 3 and delayed the contractor eight days. This time should be returned to the contractor.

In September 1977, the Owens-Illinois firm encountered a strike by the Flint Glass Mold Makers and pickets were stationed at the gates. Our contractor was delayed from working on the project for six days until a separate gate and gate guard could be arranged. As a side effect of the strike, the Owens-Illinois sand supply ran low and they would not permit a switch over of the track facilities until they had a sufficient sand reserve. This delayed the contractor an additional 10 days, from November 1 to November 10. The 16 days resulting from the strike should be returned to the contractor.

For the above reasons, your approval of a 65-day extension is requested.

OBJ:fr ia

bc C. T. Keasey
Robert Church
E. L. Hardt
Paul Barnhart
Richard Hacek

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 4, 1978

FILE: CON 5 #8536

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Columbia Blvd. Interchange
(Owens-Illinois Relocation)
Contract No. 8536

The contractor on the subject project, Pelton Concrete Construction, Inc., has requested a 67-day extension of fixed date specified for this project.

Pertinent contract time data are as follows:

Contract awarded	June 2, 1977
Work started	June 14, 1977
Specified completion date	November 1, 1977
Work substantially complete	December 22, 1977
Liquidated damages to date	51 days

The timely completion of this project depended upon completing the south track shed and the conveyor system without delay. The Parkrose Water District had an 8-inch water line which conflicted with this work. In spite of our best efforts to hasten this water line relocation, the District did not complete their work until July 25, 1977. This delayed the contractor 41 days in his work on the critical south track shed and conveyor system. The contractor should be granted this time.

During excavation work on the south track shed, the UPRR insisted upon additional shoring and cribbing work. This work was covered by Order For Extra Work No. 3 and delayed the contractor eight days. This time should be returned to the contractor.

In September, 1977, the Owens-Illinois firm encountered a strike by the Flint Glass Mold Makers and pickets were stationed at the gates. Our contractor was delayed from working on the project for six days until a separate gate and gate guard could be arranged. As a side effect of the strike, the Owens-Illinois sand supply ran low and they would not permit a switch over of the track facilities until they had a sufficient sand reserve. This delayed the contractor from November 1 to November 10, 1977, a total of 10 days. These 16 days delay resulting from the Owens-Illinois strike should be returned to the contractor.

For the above reasons, it is recommended that an extension of 65 days be granted. This will eliminate all liquidated damages to date and provide 14 days in which to complete the remaining seeding and mulching

RECEIVED
STATE HWY ENGR
APR 12 '78
REFER TO
FOR
Info
Invcs
R/D
O/R
Sign
Ack
File

work. The project has been under a shutdown order since December 22, 1977 awaiting suitable weather for this remaining work.

This is a federal-aid project and FHWA approval is required. A rough draft letter to FHWA is attached. A draft response to the contractor is also attached.

OBJ:fr

Att.

cc: Robert Church

1-205-26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 10, 1978

FROM: J. B. Boyd
Right of Way Manager

TO: E. L. Hardt
Region Engineer

SUBJECT: Owens-Illinois, Inc.
Contract 8536
File 44235
East Portland Freeway
Col. Riv. Br. - N.E. Sandy Blvd.

Mr. Floyd Scott has reviewed the plat which you transmitted to me on March 31.

The descriptions of the property being conveyed to Owens-Illinois and the map which you transmitted to me, do not conform one to the other. I would suggest that you have your field crews review the descriptions and indicate the properties which we have conveyed by description to Owens-Illinois. Also place on the plat those constructed features such as the fences, walls and roadways in order to see any discrepancies.

I am including a copy of the materials and a print of the plat which has been marked by Mr. Scott.

JBB:jk
cc: Floyd Scott
attachments

Verstaeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 10 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

#8536

8

DEPARTMENT OF JUSTICE

Memorandum

TO: **Cecil Head, Manager**
Commission Services

DATE: **February 13, 1978**

FROM: **Jack L. Sollis**
Assistant Attorney General

Fran

SUBJECT:

MISC. CONTRACTS and AGREEMENTS No. 6082

Attached please find the original of an agreement between the State and Owens-Illinois for relocation of their facilities for the construction of I-205. I have sent Owens-Illinois their copy of the agreement. Please place this in your records. I have also advised the Right of Way Section and the Utilities Section of their obligations under the agreement and have forwarded them a copy of the agreement so that the payment of monies and the carrying on of obligations under this supplemental agreement will be undertaken.

JLS:sb;hg
Attachment

NOTED
C. W. HEAD

2/15/78
Noted in
agree. (illegible)

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: September 7, 1977

FROM: Jack L. Sollis
Assistant Attorney General

JLS

SUBJECT: Supplement Agreement with Owens-Illinois, Inc.

Attached please find an original and two copies of a supplemental agreement with Owens-Illinois. The Federal Highway Administration has agreed to participate in the payment of $16,670.00 pursuant to this agreement. The purpose of the agreement is to supplement the original agreement to provide for the payment of the capitalized cost of the rental by O-I of property from the Union Pacific Railroad as a result of the relocation of Owens-Illinois facilities. After the chairman has approved the contract and you have signed the original and two copies, please return them to me for final processing.

JLS:sjb
attachments

RECEIVED
STATE HWY ENGR
SEP 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8536

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 27, 1977

Salem OR 97310

FILE: ROW 18-4

FROM: Phil Preston
Utility Special Studies Engineer

TO: THE FILES

SUBJECT: Engineering Performed by
Owens-Illinois, Inc.
Owens-Illinois Plant Site
Relocation
Washington State Line-NE Siskiyou
St. Section
East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
File 44235

The Federal Highway Administration's letter dated September 10, 1971, noted that the major problem of acquiring right of way from Owens-Illinois, Inc. (O-I) was the necessity of adjusting, relocating and reestablishing facilities owned by the company as well as the utilities serving the plant. Thus, the project was set up as a right of way project under the "cost to cure" method.

The adjustment and/or relocation of O-I's facilities in conflict with I-205 construction was covered by an agreement between the State and O-I dated April 29, 1977. The agreement, among other things, provided that the State would reimburse O-I for all their necessary engineering costs required by the planning and the adjustment and/or relocation of their facilities. It also specified that the actual work would be performed by a separate contract (this is a contract for the clearing of highway right of way). The agreement further provided that construction engineering would be furnished by the State; however, O-I would be allowed an inspector and engineering personnel to coordinate with the State to be sure that the project was implemented to the satisfaction of O-I.

Our contract did not provide a separate item chargeable to the contract project for O-I engineering during the life of the contract.

This matter was discussed with State personnel and Mr. C. T. Christianson, FHWA; and it was agreed that since the original State/O-I agreement provided that the State would reimburse the cost of all necessary engineering provided by O-I personnel, no useful purpose would be served by setting up a separate authorization and account for the special contract. Therefore, O-I engineering will be charged to Project No. I-205-7(9)313.

PP:de
cc: G. L. Green
E. S. Hunter
V. E. Skoog -- Gene Hickam
E. L. Hardt
P. R. Barnhart
Gary Kennen

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ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1977

Mr. Dave L. Miser, Project Manager
Owens-Illinois, Inc.
P.O. Box 1035
Toledo OH 43666

Columbia Blvd. Intchge. (Owens-Illinois Relocation) Section
East Portland Freeway
Multnomah County
R/W File 44235
O-I Project 7521.006

Dear Dave:

In our meeting at the Owens-Illinois plant in Portland on December 7, 1977, you requested that the Highway Division confirm that certain work will be done under the terms of the Highway Division's contract as soon as is practical in the Spring of 1978. This is to advise you that the Oregon Department of Transportation, Highway Division will, as soon as weather and other conditions permit, seed and mulch all slopes throughout our project to reconstruct the Owens-Illinois facilities and prior to seeding and mulching repair any erosion, washouts or sloughing of slopes as necessary. This work will be done by our contractor on the project or his agent.

As Paul Barnhart pointed out in the meeting, it is anticipated that all other work in the relocation project will be complete the week of January 16, 1978. The Highway Division would again like to thank you and your associate on the project, Bud Blair, for the efforts you have expended on this project to enable the Highway Division to complete this project in a timely manner and thus proceed with the total construction of the I-205 Freeway.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:de
cc: Bud Blair, O-I, Oakland
Roger Hanson, O-I, Portland

bc: G. L. Green, FHWA
H. S. Coulter
E. S. Hunter
J. L. Sollis
J. B. Boyd
C. T. Keasey
E. L. Hardt
Paul Barnhart

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NOTED
H.S.COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#0536

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

December 12, 1977

Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: THE FILE

SUBJECT: Columbia Blvd. Intchge.
(Owens-Illinois Relocation) Section
East Portland Freeway
Multnomah County
FAP No. I-205-7(42)313
R/W File: 44235

On Wednesday, December 7, 1977, a meeting was held in the conference room of the Owens-Illinois Glass Co. plant in northeast Portland between representatives of Owens-Illinois Glass and the Oregon Highway Division. In attendance were Bud Blair and Dave Miser of O-I, Paul Barnhart, Harold Broderick and J.E. Chidsey of the Oregon Highway Division. The meeting was called for the purpose of discussing the progress of the Highway Division's contract for the relocation of the Owens-Illinois Glass Plant facilities necessitated by the construction of I-205.

Paul Barnhart led off reviewing many of the factors of the contract which have resulted in time delays to the contract. These time delay items were all caused by factors outside the ability of the Highway Division to control. An itemization of these time delay factors can be more aptly prepared by Paul Barnhart, the project Resident Engineer.

Paul also presented a schedule of work remaining to be completed on the project. A synopsis of his forecast indicates that the prime contractor will be through virtually all of the work by December 22, and will retire from the plant site. There are two or three minor items that will not be completed until the week of January 15, including some miscellaneous paving, the completion of the fencing, and the installation of a fire control cabinet.

Dave Miser indicated that O-I does not intend to impose the penalty for the work not being completed by December 1, 1977, as called for in the agreement between Owens-Illinois Glass and the Oregon Highway Division. He stated that upon return to Toledo, he will write a letter to my office to this effect relieving the State of the liability for penalty payment. Owens-Illinois feels that the Oregon Department of Transportation, Highway Division, has pursued the relocation of their facilities in an expeditious manner and they realize many time delays were incurred during the construction of this project outside the ability of the Highway Division to control and feel that we have pursued the relocation contract in a vigorous manner and should be relieved from the imposition of any penalty. He stated he would like a letter stating that the Highway Division would take care of any washouts of fills or cut slops in the project and would do the seeding and mulching required when weather permits in the coming spring.

NOTED
H.S. COULTER

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Bud Blair stated that he would be at the project on December 20 and 21 to review the project and make a list of deficiencies which need to be corrected by the contractor. Paul Barnhart requested that this come sooner in some areas since the contractor anticipates being gone from the project by the 22nd and would have all his equipment removed. Mr. Blair stated that he would start working on this list of deficiencies next week when he is here and asked Paul for a listing of those items that Paul feels should be reviewed first from a standpoint of the contractor's needs, etc. Paul stated he would provide this listing to Mr. Blair.

Bud Blair has been overseeing this project during its construction phase and advises that as of December 23, 1977, he will be retired from the Owens-Illinois Glass Co. employment. Roger Hanson, Plant Manager of the Portland Owens-Illinois plant, will oversee any work after that date necessary to complete the contract.

The meeting was typical of all meetings held between the Oregon Highway Division and Owens-Illinois Glass in the past years in that the parties attending were both anxious to achieve the same goal of keeping the O-I plant operational in the most expedient manner and at the least cost possible. I have been working on this relocation of O-I plant facilities for almost five years and attended numerous meetings between O-I and the Highway Division. I would state that without the cooperation, understanding, compromise and diligent pursuit by O-I, this project would never have been achieved. Bud Blair, by his own efforts, has actually single-handedly made this project a reality. His knowledge of the operation of the glass plant and his abilities as an engineer were the key to the solution of the many problems encountered in this project.

JEC:de
cc: G. L. Green, FHWA
H. S. Coulter
E. S. Hunter
J. L. Sollis
J. B. Boyd
C. T. Keasey
E. L. Hardt
Paul Barnhart

#9536

9

OWENS-ILLINOIS

Corporate Technology

December 12, 1977

Oregon State Highway Division
Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey
Railroad & Utility Engineer

Gentlemen:

This letter will confirm discussions held between O-I and OSHD personnel on December 7, 1977, that Owens-Illinois does not intend to evoke the penalty clause as contained in Paragraph 5 of our agreement. It is O-I's feeling that the State and the contractors have acted in a cooperative and expeditious manner and we do not feel a penalty under these conditions is in order.

It is our understanding that you will forward a letter to Owens-Illinois confirming the State's intent to perform final grading and seeding in the spring of 1978.

We thank you for your cooperation on this project.

Very truly yours,

David L. Miser

D. L. Miser

cc: Paul R. Barnhart

xc: G.L. Green FAP - I - 205-7(42)313
H.S. Coulter
E.S. Hunter
J.L. Sollis
J.B. Boyd
E.L Hardt
C.T. Keasey

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PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 16 1977

NOTED
H.S.COULTER

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DEC 19 1977
RR & UTILITY UNIT

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File: PM FA
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NOTED
J. E. CHIDSEY

Post Office Box 10[illegible] Toledo, Ohio 43666 (419) 242-6543

#8536

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

SUBJECT: Oregon Project I-205-7(13)300
Columbia Blvd Interchange
(Owens-Illinois Relocation)
Water Line Adjustments

DATE: October 21, 1977

In reply refer to: HA.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Svcs Br, ODOT

I have reviewed Mr. Swan's letter dated October 17, 1977, regarding the basis for reimbursement and federal funding of water service adjustments to Owens-Illinois. Under the circumstances, I believe the error was an inadvertent result of extreme job pressure on a new utilities engineer for the Portland Area.

It is noted that this procedural error did not result in wasteful use of public funds. The original beneficial intent of providing water service and construction convenience has been accomplished. I concur in the continuance of this work on a participating basis.

for G. L. Green

cc:
R. Church, Constr Sec, OSHD
P. Preston, R/W, ODOT

#8536 D

E.S. Hunter ✓ 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 17, 1977

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, OR 97310

Betterment for
Water Service Line Relocation
Columbia Blvd. Intchge. Section
(Owens-Illinois Relocation)
Multnomah County
Project No. I-205-7(13)300

Dear Mr. Green:

Mr. Preston's letter dated May 5, 1977, proposed that the replacement 8-inch main for the Owens-Illinois plant on Mark Street be increased to a 12-inch main. This would involve approximately $23,000 in betterment costs. The Parkrose Water District informed us that if this were done, their system would have sufficient capacity in this area so that it would not be necessary to construct a 16-inch detour main on Columbia Blvd. Your approval of the payment of the betterment to Parkrose Water District was based on that premise.

The State approved the installation, and after the installation of the 12-inch main and payment to Parkrose Water District for the work, it was discovered by our Metro Utility Engineer that Columbia Blvd. was a State highway rather than a County road. This, of course, negated the financial benefit to the State of not having Parkrose Water District install a 16-inch detour main in Columbia Blvd.

The work has been completed, and the State has obligated itself to participate in the betterment.

We request your continued participation in the betterment for the following reasons:

1. It was an engineering error (the first of this kind that we know of in the last ten years). There were extenuating circumstances in that our Metro Utility Engineer had been transferred from Roseburg to Portland to fill the vacancy caused by Jack Hesla's death. This transfer occurred shortly before the I-205 construction was returned to the active list. This put a considerable burden on the

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Metro Utility Engineer to coordinate the utility relocation planning which could not be accomplished until the construction plans were completed or nearly completed. It was under this pressure that he overlooked the fact that Columbia Blvd. was a State highway.

2. The State will benefit financially from the fact that the contractor bidding the Columbia Blvd. Structure will not have to coordinate with the installation of a 16-inch water main in the detour road and on the detour structure.

3. Working around a 16-inch water main during the construction of the structure would cause the contractor extra expense, and an accidental rupture of the main (without the 12-inch betterment line) would cause a water shortage in the area served by the 16-inch main.

4. The damaging of the 16-inch detour main could cause considerable damage to the project in the immediate area.

In view of the above we request your continued concurrence of performing this work on a participating basis.

Yours truly,

AL SIGNED BY
D. E. SWAN
D.E. Swan
Federal-Aid Engineer

DES:PP:jw

cc: E.S. Hunter
Robert Church
Phil Preston

8536

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1977

D. L. Miser
Project Manager
Owens-Illinois
P. O. Box 1035
Toledo, Ohio 43666

Preliminary Engineering O-I Plant
Site Relocation
Columbia Blvd Interchange Section
East Portland Freeway
Multnomah County
File 44235
Your File O-I Project No. 7521.006

E. S. HUNTER

Dear Dave:

We are happy to inform you we have finally resolved the preliminary engineering costs incurred by Bud Blair from 1966 to October 1976.

Your preliminary engineering charges as detailed in the project cost sheets sent to us by Bud Blair, marked Project 98-01-21-7, covering his actual engineering cost spent directly on the I-205 freeway from 1966 to October 1976, estimated to be $14,936.22, is hereby approved, subject to audit. Please submit a formal bill as we discussed by phone.

For your information, the Federal Highway Administration will participate in only those costs incurred after September 10, 1971, the date they authorized the "cost cure" approach ($11,085.67). However, the State will pay the remainder on a non-participating basis, since the information and planning performed by Bud Blair has produced the best possible plan for the adjustment of the O-I facility in conflict with State construction and has produced it at much less cost than the use of a consultant.

As you well know Dave, this is a very complicated project and it could not have been done at a reasonable cost without the cooperation and expertise of you, Bud Blair, and all the O-I staff. It is indeed gratifying to have the cooperation all of you have given us.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:al

bc E. S. Hunter
J. B. Boyd

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

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Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

October 12, 1977

Mr. D. L. Miser, Project Manager
Owens-Illinois
P. O. Box 1035
Toledo, Ohio 43666

Withholding Fee on Engineering Invoices
Owens-Illinois Plant Site Relocation
Columbia Blvd. Interchange Section
East Portland Freeway
Multnomah County
File 44235
Your File O-1 Proj. #7521.006

Dear Dave:

As pointed out in our telephone conversation of September 28, 1977, and confirmed by your letter dated September 29, 1977, the agreement between the State and O-I does not provide for our normal 10% retainage fee. Therefore, all funds retained from your engineering invoices to date will be released and processed for payment.

Thank you for bringing this to our attention.

The matter of Bud Blair's preliminary engineering charges will be handled by separate correspondence in the near future.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:al

bc: E. S. Hunter
J. B. Boyd
Jack Sollis

NOTED
E. S. HUNTER

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Form 81-734-2300

OREGON STATE HIGHWAY DIVISION

STATE COPY

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Owens-Illinois Relocation Date October 5, 19 77

Highway East Portland Freeway Contract No. 8536

County Multnomah Prefix 626-1015

Contractor Pelton Concrete Construction F. A. Project No. I-205-7(42)313

Address 4410 S.W. Beaverton-Hillsdale Hwy., Portland Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To compensate the Contractor for working overtime. The State will be paying only the premium time for over eight hours or Saturdays. The Contractor will pay the normal straight time pay. This covers only labor and does not cover equipment or materials.

RECEIVED STATE HWY ENGR OCT 27 '77 REFER TO FOR Info Invest R/D O.R. SR

Location by station numbers: Throughout Project

Estimate of quantities and cost:

Labor		$ 12,500.00
1		
Total.		$ 12,500.00

APPROVED EFFECTIVE DATE 10/1/77
Contingent upon modification of project agreement if additional funds are required.

BY E. J. Valach
TITLE Dist. Engineer
DATE 10/26/77
FEDERAL HIGHWAY ADMINISTRATION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor schedule called for him to work only five, (5), day work week. But due to the deadlines of the project, we are asking the contractor to work overtime and-or Saturdays, (Six day work week), as necessary.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,721,632.27
Present estimate of project costs, including $ 12,500.00 for work under this order	$ 1,721,632.27
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: Robert Bouchard, Resident Engineer

Approval Recommended: Roland N. Vandt, Regional Engineer

Approval Recommended: ....., Construction Engineer or Bridge Engineer

Approved 10-7-77 For: L. H. Bruce, Construction Engineer

SP*79804-734

8536

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Utility Project I-205-7(9)313
Columbia Blvd - Lake Rd Section
East Portland Freeway
Owens-Illinois, Inc., Engineering Expense

DATE: September 20, 1977

In reply refer to: HDA-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, Oregon Dept. of Transportation
ATTN: Mr. J. B. Boyd, Right of Way Engineer

Mr. Boyd's June 1 memorandum and Mr. Swan's August 5 letter requested that we reconsider the decision made in our March 31 memorandum disallowing Federal participation in $14,936.22 of engineering costs incurred by Owens-Illinois, Inc.

We have carefully reviewed our files and the circumstances related to the acquisition and realignment of this property and have determined that a portion of the costs can be considered for Federal participation.

Costs incurred by Owens-Illinois, Inc. subsequent to the authorization date of September 10, 1971 will be approved for Federal participation, subject to State audit. Costs incurred prior to that date are to be coded Nonparticipating. This decision is made on the basis that the cost-to-cure approach was utilized for this property and that these engineering costs are a part of the cost to cure.

G. L. Green

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ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 17, 1977

Mr. H. G. Humphrey
Project Manager
Owens-Illinois, Inc.
P.O. Box 1031
Toledo OH 43666

Alteration of Planned Fire
Extinguishing Facilities
Owens-Illinois Plant Site Relocation
Columbia Blvd. Intchge. Section
East Portland Freeway
Multnomah County
Your File: O-I Project No. 7521.009

Dear Mr. Humphrey:

This is to confirm that the requirements detailed in your August 9, 1977 letter concerning the requested hydrant relocation will be followed by our Resident Engineer, Mr. Paul Barnhart.

In the future, it would save time if you would direct correspondence ralting to the O-I construction project to Mr. Paul R. Barnhart, Resident Engineer, Oregon State Department of Transportation, Highway Division, 1919 N.W. Thurman Street, Portland, Oregon 97209.

Any correspondence concerning agreements or policies should be addressed to Mr. Chidsey as you have done in the past.

Yours truly,

Phil Preston

Phil Preston
Utility Special Studies Engineer

PP:db
cc: S. J. Blair
bc: E. S. Hunter
J. B. Boyd
E. L. Hardt
Paul Barnhart

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Form 61-734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

August 11, 1977

FILE:

FROM: Clarence Eshelman
Asst. Region Geologist

SUBJECT: Parkrose Water District
Crossing of I-205

TO: Gary Kennen
Metro Utilities Engineer

Soil and foundation information has been taken in areas marked on the enclosed plan. The soil consists of clayey silt and fine sandy silt above gravels.

Location	Depth of soil above gravels
1	7'
2	7'
3	7'
4	6'
5	6'

Water levels are variable, with normal level slightly above gravels to winter and springtime levels which may be within 2 feet of ground surface.

We would recommend excavation be made to the gravels to provide firm support for the casing. A sand or similar quality bedding material would then be used to distribure the load evenly.

A minimum thickness of 3 feet of fill would be required over the casing to insure against damage by equipment. Material excavated from the trench would be suitable.

Recommendations from the Design Section are included.

cc: M. A. Craft
K. D. Limbocker
D. O. Christensen

1 Versteeg
Olson
1 Chr... Don
Scott
Swanson
Squire

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AUG 15 1977
ROAD DESIGN SECTION

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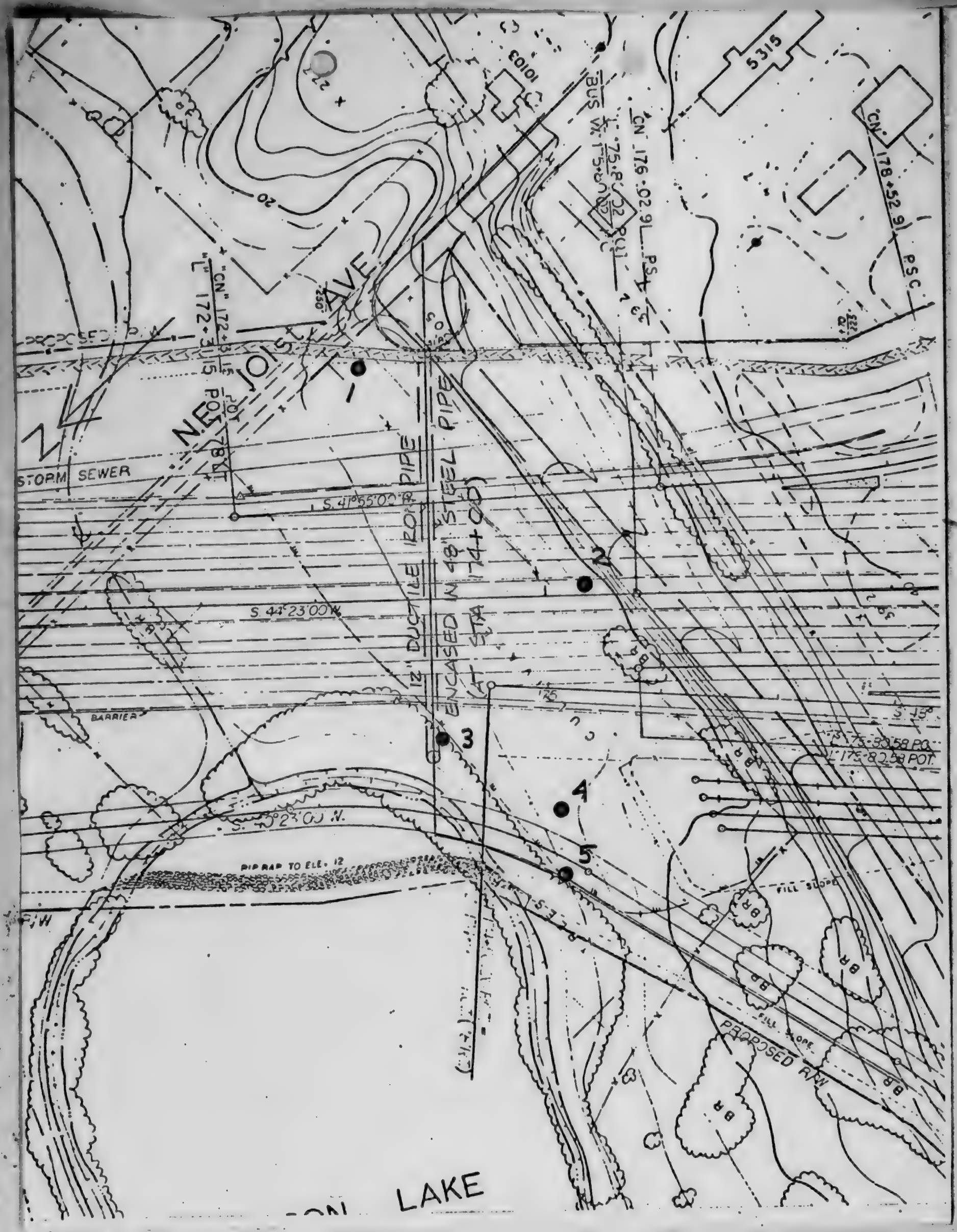
AVE
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"CN" 172+31.15
POT.
STORM SEWER
S. 41°55'02"W.
12" DUCTILE IRON PIPE
CASED IN 48" STEEL PIPE
(44.0' LG.)
S. 41°23'00"W.
S. 30°23'00" W.
RIP RAP TO ELE. 12
BARRIER
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"CN" 176+02.91 PSC
"CN" 178+52.91 PSC
BUS
75.8' @ 22 R/L
S. 15°
175+93.58 PO
175+82.58 POT
FILL SLOPE
PROPOSED R/W
LAKE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 9, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: M. A. Craft
Region I Construction Engineer

SUBJECT: Proposed "Parkrose" Water Line Crossing, Sta. 174 Columbia Blvd. Interchange (Owens-Illinois Relocation) Sec. East Portland Freeway Multnomah County

The Parkrose Water District proposes to install with their own forces a 48" conduit for a 12" waterline at Sta. 174 on the above subject section.

Region I Geologist Unit requested this office to review the Water District's proposal to install a 48" welded steel pipe with 3/8" thickness walls for a future design height fill of 32'. The pipe would be installed in stable natural gravels according to geologist testings. This pipe would be adequate if it is furnished galvanized and with Type A Coating and 33,000 P.S.I. yield strength.

Design criteria available in this office indicates the following alternate installations would be acceptable under stable foundation conditions.

1. 48" x .109 "Thick Elliptical, Glavanized Steel, Type A Coating 2-2/3" x 1/2" Corrugations

2. 48" x .138" Thick Round, Galvanized Steel, Type A Coating, 3" x 1" Corrugations

3. Class IV Reinforced Concrete Culvert Pipe

Your recommendations and/or approval is requested and should be forwarded to the Region I Geologist Unit for inclusion in their report to the Water District.

WHS:az

8536

1-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
August 9, 1977

Duane O. Christensen
Final Design Engineer

M. A. Craft
Region I Construction Engineer

Proposed "Parkrose" Water Line
Crossing, Sta. 174
Columbia Blvd. Interchange
(Owens-Illinois Relocation) Sec.
East Portland Freeway
Multnomah County

The Parkrose Water District proposes to install with their own forces a 48" conduit for a 12" waterline at Sta. 174 on the above subject section.

Region I Geologist Unit requested this office to review the Water District's proposal to install a 48" welded steel pipe with 3/8" thickness walls for a future design height fill of 32'. The pipe would be installed in stable natural gravels according to geologist testings. This pipe would be adequate if it is furnished galvanized and with Type A Coating and 33,000 P.S.I. yield strength.

Design criteria available in this office indicates the following alternate installations would be acceptable under stable foundation conditions.

1. 48" x .109 "Thick Elliptical, Glavanized Steel, Type A Coating 2-2/3" x 1/2" Corrugations

2. 48" x .138" Thick Round, Galvanized Steel, Type A Coating, 3" x 1" Corrugations

3. Class IV Reinforced Concrete Culvert Pipe

Your recommendations and/or approval is requested and should be forwarded to the Region I Geologist Unit for inclusion in their report to the Water District.

MHS:az

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
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cc D. Gano
P. Barnhart

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ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

ATTN: E. J. Valach

Preliminary Engineering Expense
Owens-Illinois, Inc.
Columbia Blvd.-Lake Rd. Section
East Portland Freeway
Multnomah County
Utility Project I-205-7(9)313

Dear Sir:

Preliminary engineering for Owens-Illinois, Inc. (O-I) representatives from October, 1966 through October, 1976, has been the subject of several letters between FHWA and the State. Perhaps a review and a condensation of the material would help clarify the situation. Our records indicate that Project I-205-7(9)313 was effective April 14, 1966. The first work performed by O-I personnel, for which we have been billed, was in October, 1966.

In the preliminary design of the freeway in the vicinity of Owens-Illinois Glass Plant, it was recognized that it would be necessary to redesign traffic flows on the county roads and the private access roads to the O-I plant. Therefore, representatives of O-I, the State and the County reviewed different proposals, most of which were not acceptable to the proper access and functioning of the plant. The records indicate that consultation with O-I engineers saved advancing preliminary plans that would have been unsatisfactory and, therefore, saved the project engineering funds.

Since all other representatives involved in the meetings were charging time to the preliminary engineering project, and O-I input was valuable to the project, it was assumed by all concerned that O-I would be reimbursed for their time and expense.

This matter has been discussed with our attorney and although the understanding was verbal, he advises that the State is obligated to pay the preliminary engineering detailed in the attached bill.

Form 81-734-3123

The problem was complicated by the fact that the railroad spur owned by O-I and over which Union Pacific operated switching movements to supply materials to and deliver glass products from the plant was in conflict and had to be relocated. This problem was very complicated in that it involves railroad car storage--full and empties--and the proper switching movements to keep the plant supplied with materials. If the new switching movements caused additional time for railroad crews, it would be a damage to the system and would entail a payment to O-I because of the additional freight charges. Likewise, O-I must have the proper switching procedures and car storage to supply the plant.

The problem that caused the expenditure of preliminary engineering by O-I personnel was the rearrangement of the access road, railroad spur and the adjustment and relocation of the various plant facilities to allow room for the relocated railroad spur and the I-205 right of way. The engineering expended by O-I was not for their benefit to check our work, but was in lieu of hiring another consultant to work out the plant and railroad adjustments.

As you know, we retained Clark & Groff Engineers, Inc. to work out a new spur track plan which would replace the present function, but it was also necessary to have engineers that were completely familiar with not only the spur track requirements but the complicated operations of the plant to properly adjust all other plant facilities in conflict. This required either the use of O-I engineering staff or another consultant. It was the opinion of O-I's chief engineer out of the Oakland office, Mr. S. J. "Bud" Blair, that it would be very difficult to find a consultant that had the necessary background to learn the problems involved in this type of plant relocation. Further, that the cost would be considerably more to us than for the O-I engineering staff to do the work themselves. As it turned out, Clark & Groff performed the needed groundwork for the determination of the proper spur track alignment but the final solution was prepared by Mr. Blair with minor revisions by State and Union Pacific representatives. There is no question in the minds of State engineers who have worked with this very complex problem for many years that the State saved thousands of dollars by having the expertise of the O-I engineering personnel in solving the problem rather than working through another consultant.

As you can see, most of the work and expense was caused by a utility problem, or from another perspective, it was like dealing with another utility.

When a problem arises with another utility, it is our ~~excepted~~ Accepted procedure to contact the utility and work the problem out with a utility representative. Also, at the time the utility is asked to

perform work or otherwise spend funds in preparing plans for utility adjustments, they are automatically authorized preliminary engineering.

Much as an appraiser must in some cases rely on specialty reports (evaluation or cost studies from experts in construction or related fields) for inclusion in the appraisal reports for right of way purposes, so must we rely on preliminary engineering experts (either company representatives or consultants) to work out the most economical and practical utility adjustment and/or relocations.

Therefore, we believe that it is in the public interest to reimburse O-I the $14,936.22 of preliminary engineering which they have requested, and as stated before, our attorney advises the State is legally obligated to pay.

Your approval of the preliminary engineering charges, as detailed above, is therefore requested. The cost to the State is $14,936.22.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:PP:db

cc: E. S. Hunter
J. B. Boyd
J. L. Sollis
Robert Church
Phil Preston

RECEIVED
TECHNICAL SERVICES
AUG 10 77
REFER TO
FOR
Info | Invest | R/D | W/R | Sign | Act | File

1536

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 5, 1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(9)313
NE Siskiyou-Washington State Line Section
File 44235, Owens-Illinois

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

Right of Way Engineer J. B. Boyd's letter of August 2, 1977 submitted a copy of an appraisal and an appraisal review relative to the proposed supplemental agreement with Owens-Illinois. The appraisal covers the leasing of 0.56 acres for a 20-year time period.

The State has complied with the requirement for an appraisal and an appraisal review of the property.

G. L. Mathias for
G. L. Green

cc:
OSHD (J B Boyd)
OSHD (M Mead)
Mathias-2

RECEIVED
TECHNICAL SERVICES
AUG 8 - '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ass | File

August 2, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Engineer

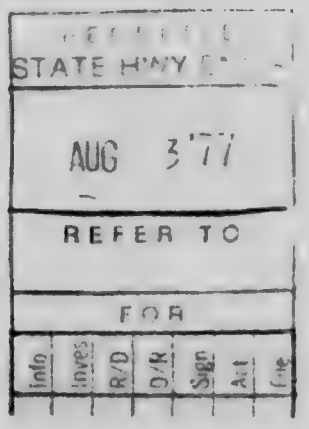
SUBJECT: Supplemental Agreement
44235 - Owens-Illinois
Columbia River Bridge-NE Sandy Blvd.
East Portland Freeway
Project I-205-7(9)313

In response to your letter of July 13, 1977 (HRW-OR), we asked our appraiser to expand his letter of valuation into a fully documented appraisal.

Transmitted herewith is a copy of that appraisal along with our review of same. This should adequately substantiate the $16670 consideration set forth in our proposed supplemental agreement with Owens-Illinois.

We would appreciate your prompt reply to this matter so that the agreement can be executed in the very near future.

JBB:ob
Attachment
cc - E. S. Hunter
M. M. Mead
J. L. Sollis
J. E. Chidsey
L. C. Grothaus



Form FHWA 121 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(42)313
Columbia Blvd. Intchge. Section
Owens-Illinois Supplemental Agreement
File No. 44235

DATE: July 13, 1977

In reply refer to: HRW-OR
I-205-7(9)313

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

Mr. Preston's letter of July 5, 1977 requests approval of the Supplemental Agreement as to form on the subject project.

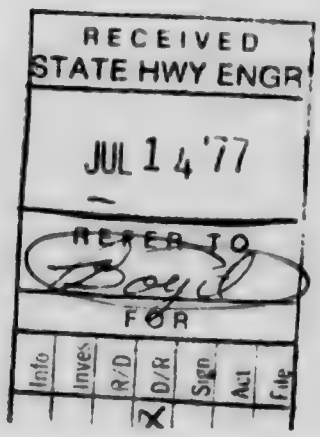
Paragraph 2 of the agreement indicates a possibility that the rent may be adjusted when a long-term lease is executed. As indicated in my June 13, 1977 letter, Federal participation must be based upon State appraisal. This would hold true if the settlement is based upon a lump sum of $16,670.00 or if the settlement amount is adjusted, during the life of the subject project, because a long-term lease is executed.

A reading of the review appraisal would indicate that the valuation of the easement is based upon a letter from Robert Lyons which estimates the market rent to be $1,675.00 per year. A copy of Mr. Lyon's letter was not attached; however, if it is to be the basis of Federal participation, it must be in appraisal form and include a proper appraiser's certification. In other words, the appraisal must meet the requirement of Paragraph 7 of FHPM 7-3-2. The review appraisal (page 3) assumes varying rates of 4% to 10%. The use of varying rates to establish value is not considered acceptable as a basis for Federal participation.

✓ If Federal participation is to be requested, a proper appraisal and review is required.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (P Preston)
OSHD (C Laux)
OSHD (M Mead)
OSHD (F Lowe)
Mathias-2



ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. S. KLABOE
Administrator and
State Highway Engineer

July 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Supplemental Agreement
Owens-Illinois, Inc.-State
Agreement
Columbia Blvd. Intchge. Section
(Owens-Illinois Relocation)
Multnomah County
Project No. I-205-8(42)313
File No. 44325

Dear Mr. Green:

My letter dated May 26, 1977, furnished you executed copies of subject agreement, as well as one copy each of the Industry Track Contract and the Lease Agreement between the Union Pacific Railroad Company and Owens-Illinois, Inc. (O-I).

As discussed with your representative, Mr. C. T. Christianson, it was anticipated by the State that O-I request the State pay the annual cost of $1,675 for the lease of O-I facilities that will be relocated on Union Pacific right of way.

Since these facilities were originally located on O-I property and it was essential to relocate them on railroad right of way in order to replace the function of the spur track, the State is required by law to reimburse Owens-Illinois for their additional costs.

Attached is a draft of a Supplemental Agreement between O-I and the State requiring the State to pay the sum of $16,670 as a one-time payment, which when invested at approximately 9 percent will make the annual payments of $1,675 a year. We feel this is a very reasonable cost since the present value of $1,675 per year at six percent would be $21,120, and it can certainly be argued that six percent would be a reasonable long-term investment.

Also attached is one copy of Mr. Mead's appraisal review for this project, a portion of which affirms that the lease consideration of $1,675, as established by the railroad, is reasonable.

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR

Your approval of this Supplemental Agreement as to form is requested.

Yours truly,

Phil Preston
Utility Special Studies Engineer

PP:db
Attachment

cc: ~~E. S. Hunter~~
J. B. Boyd
J. L. Sollis

8536

8

7-18-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR

Init.	Inves.	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-29-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustment
Pacific Power & LIght (Columbia Blvd. Intchg.-Owens-Illinois relocation)
TEC not to exceed $7,440 - FF $6,862.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm advance authorization of Mr. C. T. Christianson of this office to proceed with the actual adjustments for Pacific Power & Light Co. effective June 29, 1977, on an actual cost basis.

I approve the agreement with PP&L consisting of your verbal notice of conflict, PP&L's letter of 6-10-77 and the plans and estimate furnished by Mr. Cartwright's letter of July 5, 1977. Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-77		For Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-888

8536

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 14, 1977

Salem, OR. 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Construction-Maintenance Agreement
Columbia Blvd. Intchge. (Owens-Illinois Relocation) Section
East Portland Freeway
Multnomah County
ODOT Agreement No. RR-871

RAILROAD COMPANIES
FILE No. 871

Attached is the State's fully executed counterpart of the Construction-Maintenance Agreement between the Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company and the Oregon Department of Transportation, Highway Division covering the reconstruction of the Owens-Illinois facilities on the Columbia Blvd. Interchange (Owens-Illinois Relocation) Section of the East Portland Freeway in Multnomah County. Distribution of conformed copies has been made as indicated below.

The Construction Section will be required to adhere to Sections 3, 4, 5 and 6 of the agreement pertaining to the reconstruction of the O-I facilities on railroad property. The Construction Section will also be required to monitor the work done by the railroad as covered in Section 2 and approve the billing from the railroad for this work. Maintenance of the facilities after construction is complete will be the responsibility of Owens-Illinois.

The Accounting Section will ultimately be required to audit and pay the bill for the work performed by the railroad forces as set forth in Section 2 and Exhibit "B" of the agreement. Section heads should review this agreement and acquaint themselves with the responsibilities their section must bear in fulfilling the agreement.

JEC:db
Attachment

cc: G. L. Green-w/att.
E. S. Hunter
J. L. Sollis
J. B. Boyd
C. T. Keasey-w/att.
D. E. Swan-w/2 att.
E. L. Hardt-w/att.
Paul Barnhart-w/att.

NOTED
C. W. HEAD

Director Boyd's Copy Legal
7-20-77

8/15/77
noted in agree. book
for

8536

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

July 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Supplemental Agreement
Owens-Illinois, Inc.-State
Agreement
ColumbiasBlvd. Intchge. Section
(Owens-Illinois Relocation)
Multnomah County
Project No. I-205-8(42)313
File No. 44325

Dear Mr. Green:

My letter dated May 26, 1977, furnished you executed copies of subject agreement, as well as one copy each of the Industry Track Contract and the Lease Agreement between the Union Pacific Railroad Company and Owens-Illinois, Inc. (O-I).

As discussed with your representative, Mr. C. T. Christianson, it was anticipated by the State that O-I request the State pay the annual cost of $1,675 for the lease of O-I facilities that will be relocated on Union Pacific right of way.

Since these facilities were originally located on O-I property and it was essential to relocate them on railroad right of way in order to replace the function of the spur track, the State is required by law to reimburse Owens-Illinois for their additional costs.

Attached is a draft of a Supplemental Agreement between O-I and the State requiring the State to pay the sum of $16,670 as a one-time payment, which when invested at approximately 9 percent will make the annual payments of $1,675 a year. We feel this is a very reasonable cost since the present value of $1,675 per year at six percent would be $21,120, and it can certainly be argued that six percent would be a reasonable long-term investment.

Also attached is one copy of Mr. Mead's appraisal review for this project, a portion of which affirms that the lease consideration of $1,675, as established by the railroad, is reasonable.

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

Your approval of this Supplemental Agreement as to form is requested.

Yours truly,

Phil Preston
Utility Special Studies Engineer

PP:db
Attachment

cc: E. S. Hunter
J. B. Boyd
J. L. Sollis

-1-8536

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highwal Administration
477 Cottage Street N.E.
Salem OR 97310

Power Line Relocation
Pacific Power & Light Co.
Clackamas River-Washington State
Line Utility Project
[Columbia Blvd. Intchge. (Owens-
Illinois Relocation) Section]
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company's facilities dated June 10, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. Pacific Power & Light was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation has been issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 29, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,440.48.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enclosure

bc: E. S. Hunter
D. E. Swan
Robert Church
Gary Kennen

8536

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 13, 1977

In reply refer to: HRW-OR

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project I-205-7(9)313
NE. Siskiyou - Washington State Line Section
File No. 44235, Owens-Illinois

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

We refer to the following:

Right of Way Engineer J. B. Boyd's letter, June 1, 1977
Re: Agreement between State of Oregon and Owens-Illinois, Inc.

Utility Engineer P. Preston's letter of May 26, 1977
Re: Agreement between State of Oregon and Owens-Illinois, Inc.

Mr. Boyd's letter requested our concurrence in an agreement between the State and Owens-Illinois. The Federal Highway Administration cannot commit Federal funds to participate in any damages or claims made against the State by Owens-Illinois as set forth in paragraphs 1 and 3.B.5 of the agreement. The agreement does not contain any specific amount or maximum amount for losses or costs which Owens-Illinois may incur as a result of the project - including, without limitation, loss of access, production capacity, services to O-I, or other unspecified damages. Some of the damages contemplated generally appear noncompensable in eminent domain. Any claims that might be made under the agreement would only be considered by this office on a case by case basis.

A draft agreement between the State and Owens-Illinois was presented to this office last fall and was approved by our memorandum of November 16, 1976. At that time, the possible damages now contained in the agreement were not present. We were not advised of such amendments until the PS&E for the reconstitution of Owens-Illinois facilities. Prior to our approval memorandum of November 16, 1976, Mr. Boyd had discussed with this office the reconstitution of Owens-Illinois facilities. Based upon those discussions, it was our understanding that there would be no claim for damages if Owens-Illinois facilities were reconstituted. This office does not question letting a contract to reconstitute Owens-Illinois facilities; however, we cannot commit Federal funds to payment of possible damages with no specific amount or maximum amount - nor could we participate in any damages not generally compensable in eminent domain.

Concerning Paragraph 4 on page 6 of the Owens-Illinois - State agreement, any request for Federal participation in the costs of a second move of the unloading facility is limited to our pro rata share of $250,000.00 (not to be exceeded in any event).

Relative to the $1675.00 per year lease agreement between the railroad and Owens-Illinois, in the event that Federal participation is to be requested in the rental payments, participation must be based upon State appraisal and participation is limited to a one-time lump sum payment appropriately discounted. In this regard, the State should take immediate steps to secure a long-term lease that does not contain the short-term termination notice in Section 17.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (P Preston)
OSHD (F Lowe)
Baker, FA Pgm Asst
Mathias, R/W - 2

8536 6-13-77 1

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(42)313

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71009

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-4-77	5-5-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Columbia Blvd. Interchange (Owens-Illinois)"

GENERAL DESCRIPTION OF WORK:

Program change-Track Construction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change adding track construction by U. P. Railroad

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

I approve the program change adding to the character of work track construction as requested in Mr. Swan's 6-1-77 letter and confirmation of our advance approval as of 5-5-77.

Also, as requested in Mr. Swan's 6-1-77 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad Company, approved by the Highway Division on 4-15-77 at a total estimated cost of $67,099- Federal Funds $61,892.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-13-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8536

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 1, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right Of Way Engineer

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Owens-Illinois
File No. 44235
Oregon Project I-205-7(42)313

Your May 23, 1977 letter is in some ways disappointing to the Oregon State Highway Division. The effort that has been expended by both the State Highway Division and the Owens-Illinois over the last ten years to settle a vital issue, has in substance been ignored. The cost of this multi-million dollar freeway alignment hinged on the ability to satisfactorily conclude agreements adjacent and on this $40 to $60 million dollar installation. This plant operates 24 hours a day seven days a week in the manufacture of glass products. There is a vital relationship between the economy of its operations and a wide range of industries in the entire northwest. This plant, as we understand it, services the Oregon-Washington-Idaho-Alaska market. It also works to remove peaks in production schedules in other plants operated by Owens-Illinois in California.

Alternatives to this consummation of the agreement were: (a) proceed in eminent domain and (b) delay contracts for one year to provide for continued negotiation.

Item A: To proceed in eminent domain would be almost unmanageable. The ascertainment of damages to this $40 to $60 million dollar installation would have involved engineering studies and appraisals probably costing in the vicinity of $250,000 to $300,000. No estimate of this figure can be obtained but I do believe the figure which I quote is reasonable. The proceedings then in eminent domain would involve many side issues and possession would not be granted until such time as the issues were settled. This could even result in studies of relocating the industry. I do not believe alternate A is the best interest of anyone. Owens-Illinois, the Oregon Transportation Commission or the Federal Highway Administration.

Item B: The delay of the project. It is obvious that in order to continue the schedule which we have set the construction of a haul bridge would be required this year on property owned by us. The cost of this and the doubt that a more liberal agreement could be reached would result in returning to alternate A. Decisions such as this have to be made. It is a prudent engineering and a good

administrative decision that the negotiated agreement was consummated. I view this process as being in your best interest as well as ours and the extension of the partnership between the Highway Division and the Federal Highway Administration.

Specific questions are answered as follows:

Paragraph 2 cites two questions. Item 1. The justification for the $250,000 figure for the relocation of the unloading facility if a lease for 20 years cannot be secured from the railroad. The alternative to this is the immediate relocation of the unloading shed to a position which is not on leased property. Mr. Phil Preston received by telephone from Mr. Bill Humphrey, plant manager, corporate engineering, Owens-Illinois of Toledo a figure of $175,000 to $200,000 if the unloading facility was moved onto Owens-Illinois property. Item 2. It has been explained previously that the Portland office of the Union Pacific Railroad has only authority to grant leases for a term of five years. The twenty-year lease on Union Pacific property must be processed through the Omaha office and finally passed by the Board of Directors of the Union Pacific Railroad in New York City. This process is estimated to take nine months. There is no indication that under the circumstances of this agreement that the twenty-year lease cannot be secured from the railroad. We will continue to expedite our efforts to obtain this twenty-year lease beginning immediately. We do not believe that it is a danger but the corporate structure of Owens-Illinois cannot take the risk. It is our risk to take I believe that this item was in the best judgment of all parties concerned a proper one.

Paragraph 3 cites: Paragraphs 1 and 3 (b) (5). Owens-Illinois is in the business of producing glass as stated before on a 24-hour seven-day a week basis. Their motives are profit motives. The interruption of delivery of their product to their consumer is a vital one to them. If a problem occurs, it should be our risk. We will do all within our power to avoid it. Owens-Illinois will have a project engineer on site at all times. The Oregon State Highway Division has assigned a responsible resident engineer and the Region Engineer, Mr. Ed. Hardt, has been advised to pay particular attention to this project in order to insure that all deadlines are met and all vital services to the Owens-Illinois plants sustained. The last sentence indicates that some of the damages contemplated generally appear not to be compensable in eminent domain. We are not in eminent domain. This was a negotiated settlement on a cost to cure. There is no allowance in a cost to cure settlement for unknowns. All of the items that we will compensate them for are ones which are justified by the record. The unknowns such as are provided for in most legal proceedings are not allowed for such as damages. I do not believe that Owens-Illinois could do any less than protect themselves.

In the last paragraph the position of the Federal Highway Administration is that any claims resulting from this project would only be considered on a case-by-case basis. We, of course, agree that any such claims will have to be justified by the facts. We do not believe that the parameters for these claims should be so construed in any other way than by the practical facts of the conditions that we met and overcome. The technical requirements of rules and regulations which we use do not form a true picture of the reasons for and the actions which resulted

in the final completion of this difficult and complex assignment and are not germane.

It is my belief that we have sufficient justification for the actions that we have taken and that any reasonable claims bearing directly to our project should be allowed. This includes disruption of business which is a definable loss provided adequate documentation is provided.

The third paragraph of your May 23 letter stipulated areas where Federal funds might not be used to meet the provisions of the State Owens-Illinois Agreement. I have explained the State's reasoning in the foregoing and request your concurrence in the agreement subject to your review and approval of any claims submitted by Owens-Illinois under the provisions of this agreement.

JBB:jc:ha
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
E. Hardt
J. Sollis
B. Bothman
L. Grothaus
J. Chidsey

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 23, 1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(42)313
Columbia Blvd. (Owens-Illinois)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 24 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We have reviewed the April 29, 1977 agreement between the State and Owens-Illinois Inc. This agreement has been substantially changed from the agreement which was previously submitted to this office and approved on November 16, 1976.

Paragraph 4 of the agreement indicates a necessity for a track layout agreement, sidetrack agreement and lease to permit the location of a fence and unloading facility on the railroad's right of way. The agreement also indicates a possibility of a second relocation not to exceed $250,000 for the relocation of the unloading facility if a lease for 20 years cannot be secured from the railroad. Please advise whether or not the required agreements have been secured and the status of the 20 year lease.

Paragraphs 1 and 3(b)(5) concern the State's reimbursing Owens-Illinois for any losses or other costs it incurs during or as a result of the project, or delays in the project, including but not limited to disruption of the business. A specific sum in the nature of liquidated damages is provided for any inconvenience that Owens-Illinois may suffer if the project is delayed beyond certain dates. However, no specific amount or maximum amount is provided for any other losses or costs which Owens-Illinois may incur as a result of the project including without limitation loss of access, production capacity, services to Owens, or other unspecified damages. Some of the damages contemplated generally appear not compensable in eminent domain.

Under the circumstances, we cannot commit Federal funds to participate in such damages in the event that claims are made against the State by Owens-Illinois. Any claims that might be made under the agreement would only be considered on a case by case basis.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (L Rulien)
Mathias-2
I-205-7(9)313

June 1, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 96308

Dear Mr. Green:

Columbia Boulevard Interchange (Owens-
Illinois Relocation) Section
East Portland Freeway
Multnomah County

We received bids on the Owens-Illinois relocation project on May 26, 1977. Six bids were offered, with a very small spread between the three lowest bidders and only seven percent between the lowest and next to the highest bid. The lowest bid was, however, 24 percent above our estimate, which leads to the question of whether any of these bids should be accepted. We feel that the bidding was responsive, that there were factors which our estimate did not account for, and that it would be reasonable to accept the lowest bid. We therefore request your concurrence in awarding this contract to the lowest bidder at this time.

The principal difference between the bid cost and the estimated cost lies in the item "Plant Facilities Relocation". This cost was estimated by Owens-Illinois and incorporated directly into our estimate. No doubt that estimate was low. We feel, however, that the bidders probably added a risk factor to their bid. The risk factor arises from the provision in Revision Letter No. 1 that the Contractor shall pay Owens-Illinois for "...any losses in plant production...or other costs incurred due to spur tracks being out of service more than 5 days or due to LPG and fuel oil systems being shut down..." At the pre-bid conference, the prospective bidders tried to get Owens-Illinois representatives to put some figure on what the costs could amount to. The O-I representatives felt they could not do so because they could not be sure of a configuration of loss-producing events. This risk might have been spread generally over all or any number of the bid items, but because the costs of the other items appear close to our estimates, we feel it was all placed on this one item. It was reasonable for O-I to insist that they be protected from loss in this matter. The State might have assumed the risk rather than passing it on to the Contractor, but would then be dependent on the Contractor to protect it from loss.

It seemed reasonable to pass the risk on to the Contractor who has control of the work. It appears that one error in the State's estimate was in not attaching a cost to this risk.

Failure to accept a bid at this time would preclude the construction of this project this year. The contract completion time is already exceedingly short and the completion date is the latest to which O-I will agree. Delay of this project for one year would mean either delay of the main I-205 grading contract for a year (which could mean a corresponding delay of projects totaling $30 million) or construction of a haul structure over the present O-I railroad spur. the UPRR mainline and the mainline detour at a cost of about $200,000. This would also increase haul costs by increasing the rise and fall of the earth-moving equipment and increase railroad insurance. The cost of most items in the O-I project would be increased by inflation.

An intangible item, but one which could affect our overall costs, is the good will of the O-I management. Mr. Bud Blair, in particular, has been very cooperative in trying to obtain a plan which meets O-I's costs at a minimum cost to the State. Mr. Blair is retiring this year. Other officials of the company, faced with additional changes in plan and timing, might prove more difficult to deal with.

We do not feel that presenting the project for bids at a later date would produce a lower cost for the O-I contract. The overall cost of the I-205 project will be kept to a minimum by accepting the low bid and proceeding with construction this year.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
L. W. Rulien
Walt Hart

ATB:dh/ESH:ja

8534

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

June 1, 1977

FILE:

FROM: J. B. Boyd
Right of Way Engineer

TO: Memo to the Files

SUBJECT: Owens-Illinois Agreement
Oregon Project I-205-7(42)313
File No. 44235
East Portland Freeway

On May 23, 1977, we received assurances from Union Pacific management that all the agreements with the Union Pacific Railroad were satisfactory. This gave an opportunity to proceed with the signing of the Department of Transportation, Owens-Illinois Agreement.

On the same date, May 23, 1977, we received a letter from the Federal Highway Administration which indicated certain concerns regarding the agreement and indicating portions which they were questioning. The terms of this letter and the agreement were discussed briefly with Mr. F. B. Klaboe. I was unable to discuss it completely on May 23. Attempts were made on May 24 to receive his concurrence but due to other commitments, it was not until Jack Sollis was attempting to get Mr. Glen Jackson's approval of the agreement in order to facilitate Mr. H. S. Coulter's signing, was the problem explained. This was done with Mr. Glen Jackson, Mr. Gordon Coleman, of the State Transportation Commission; Mr. Bob Burco, Director; Mr. F. B. Klaboe, Assistant Director; Jack Sollis, Assistant Attorney General; Scott Coulter, State Highway Engineer, and myself in Mr. Burco's office. The project map was displayed showing the general problem. The alternatives that we had in this lengthy negotiation of approximately 10 years were explained. Mr. Jackson then requested of Mr. Sollis whether it was within his province to sign, and Mr. Sollis replied it was a good agreement. I explained what the commitment consisted of and the cooperative nature of the Owens-Illinois Corporation. The only real point concerning me was explained as the Federal Government's failure to form a partnership in this endeavor. The alternatives of delay of the project or proceeding in eminent domain are either one so horrendous in cost that the contracting under the terms of this agreement is a prudent decision. The company feels obligated to protect their stockholders if in the course of this activity something is done to interrrupt their operations.

We explained that Owens had participated fully in the design of their facility, that Owens would have a project engineer on the site and that our resident engineer would be in close liaison with him at all times in order to minimize any of the dangers in this operation. The terms

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of Mr. Green's letter of May 23 were mentioned briefly and my difficulty with understanding the position of the Federal Highway Administration in light of the obvious savings to both the Federal Government and the State Transportation Commission. Mr. Jackson concurred in our agreement and advised Mr. Coulter to sign it. A reply will be made by myself to the May 23 letter of the Federal Highway Administration.

JBB:lb:jc

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
E. Hardt
J. Sollis
B. Bothman
L. Grothaus
J. Chidsey

8536 5-27-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(13)300

STATE PROJECT NO.
See below

COUNTY NAME
Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

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STATE HWY ENGR
JUN 14 '77
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Info | Inves. | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-27-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River -Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility adjustment
Pacific Power and Light
(Owens-Illinois relocation)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's letter of 5-23-77, you are authorized to proceed with the actual adjustments of PP&L's power line relocation. Reimbursement on an actual cost basis estimated to be $26,294 - F. F. $24,253 isapproved.

I approve the agreement with PP&L consisting of verbal notification of conflict, PP&L's letter of 5-18-77 and the plans and estimate furnished by Mr. Preston's 5-23-77 letter.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of FHPM.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-27-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8536

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

May 26, 1977

Beatrice K. Bleicher
Attorney at Law
Legal Department
Owens-Illinois
P.O. Box 1035
Toledo, Ohio 43666

RECEIVED
DOT OPERATIONS
MAY 26 77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RE: Owens-Illinois, Inc. - State Agreement
East Portland Freeway
Multnomah County
Project No. I-205-7(9)313
Our File R-44235

Dear Mrs. Bleicher:

Enclosed please find a fully executed duplicate original of the agreement between the State and Owens-Illinois relative to the relocation of its facilities in Portland for the construction of I-205.

On behalf of the Department of Transportation we would like to thank you for your tremendous cooperation in getting this matter concluded within a very tight time frame. This was a great benefit financially to our construction program here in Oregon. We would also appreciate it if you would pass this thank you on to the management personnel who worked on getting all of the various agreements and approvals together.

As I indicated in our telephone conversation, it will probably be desirable to work up a supplemental agreement specifically spelling out the amount that the State will pay Owens-Illinois for its cost of leasing the railroad right of way for the building and fenced area that Owens-Illinois will be utilizing. As soon as you have prepared a draft agreement of the type that you feel will be sufficient, please forward it to me and I will work with the Highway Division people on it. I believe the simplest way to arrive at a figure would be to pay Owens-Illinois an amount which at todays value if invested, would return enough money to pay the annual rent on the land that is leased from the railroad.

NOTED
F. B. KLABOE

Again thanks for your cooperation and we will certainly work closely with you in getting the terms and conditions of the supplemental agreement worked out.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

J. B. Boyd
Right-of-Way Engineer

JLS:sjb
enclosure
cc: F. B. Klaboe
H. S. Coulter
Phil Preston

8536.

Fran

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

misc C+A 6082

DATE May 24, 1977

TO Memo

FROM H. S. Coulter
State Highway Engineer

SUBJECT Owens-Illinois, Inc. Facilities Relocation Agreement

MISC. CONTRACTS and AGREEMENTS No. 6082

On this date Chairman Jackson approved an agreement between the Department of Transportation, Highway Division, and Owens-Illinois, Inc., relating to the relocation of their facilities in conjunction with the construction of I-205 and authorized me to sign the agreement for and on behalf of the Transportation Commission.

HSC:ia

cc Glenn L. Jackson
R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. B. Boyd
Walt Barrie
Glen Green, FHWA

NOTED
W HEAD

8536

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

NOTED
H. S. COULTER

May 23, 1977

ALL PLAN HOLDERS

COLUMBIA BLVD. INTCHG. (OWENS-ILLINOIS
RELOCATION PROJECT)
EAST PORTLAND FREEWAY (I-205)
MULTNOMAH COUNTY

As outlined in the special provisions, a prebid meeting was held in the Owens-Illinois conference room on Thursday, May 19, at 9:30 AM. The meeting consisted of a brief discussion of the project by the resident engineer for the Highway Division, Paul Barnhart, and the project engineer for Owens-Illinois, Dave Miser, followed by questions from the assembled contractors. The attached sheets give the questions, points raised, and the answers given.

Original Signed By
Marion Craft

MARION CRAFT
Region Construction Engineer

MC/cr
cc H. S. Coulter
R. N. Bothman
C. T. Keasey
Hal Versteeg
Walt Hart
Jim Chidsey
Paul Barnhart
Cliff Christensen (FHWA)
Bob Orr (UPRR)

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MAY 25 '77
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Form 81-734-3122

COLUMBIA BLVD. INTERCHANGE (OWENS-ILLINOIS RELOCATION PROJECT)

QUESTIONS AND ANSWERS BROUGHT OUT AT MAY 19, 1977 PREBID MEETING.

1) Q. How is site excavation to be handled in progress estimate?
   A. On a percentage of finishing roadbed and slopes.

2) Q. Who assumes ownership of existing oil tank?
   A. Contractor.

3) Q. Does both LPG and oil system need to be operational at all times?
   A. At least one system shall be operational at all times.

4) Q. Questions about rail anchors, gauge rods (how many, how often, location).
   A. No answer given at meeting. Refer to page 47 of special provisions "...Materials and workmanship shall meet the standards of the Union Pacific Railroad Company."

5) Q. A question was asked about the 6"x8" alternate crossties, their availability and their acceptability by UPRR.
   A. R. S. Orr responded by saying that they should be 7"x9"; in the meantime,bid according to special provisions. A price agreement will be made if specs have to be changed.

6) Q. How will precast concrete slabs be paid?
   A. We interpret the provisions as saying that they are part of the plant facilities (lump sum).

7) Q. Where can precast concrete slabs and oak flangeways and filler blocks be obtained?
   A. No answer given at meeting.

8) Q. What is a "test" tie?
   A. We interpret "test" as a misspelled word, should be "best".

9) Q. Do ties have to be pre-bored?
   A. Yes, see page 48 of specials.

10) Q. Who assumes ownership of the removed trackage?
    A. The contractor.

11) Q. Will the track be grounded in the vicinity of LPG facility?
    A. Yes, as required by Union Pacific Railroad specifications.

12) Q. Sheet 2A shows planks for railroad crossings outside the limits of the ties.
    A. Planking will stop at edge of tie. See Drg. No. 2115.

13) Q. How much railroad spur construction needs to be done during the 5-day period?
A. Owens-Illinois has a plant storage capacity of 5 days materials. They have to utilize one of the unloading facilities within that 5-day period.

14) Q. How long does it take to build up the 5-day supply of materials for the plant?
A. Roger Hansen said that it would take a "couple" days.

15) Q. Is there more than one 5-day shutdown allowed?
A. Yes.

16) Q. What does "concrete by others" imply?
A. Separation of bid items.

17) Q. What does the term "track (by others)" mean?
A. This will be constructed by Union Pacific Railroad crews.

18) Q. How many gallons of fuel oil will be moved?
A. Extg. tank will be full, the LPG tank should be empty.

19) Q. Can air be used to test fuel oil tank?
A. No.

20) Q. How many addendum letters have been written on this job?
A. One, dated May 16, 1977.

21) Q. Paragraph 4 on addendum letter dated May 16, 1977, how far is up?
A. No monetary value given.

22) Q. Is there any seasonal activity at plant that affects contractor?
A. No, Owens-Illinois plant has a constant work load.

23) Q. Have there been any cores taken in area where granular material is to be placed?
A. Not that we know of.

24) Q. Where can granular embankment material be found?
A. No answer given. Contractor's problem.

Mr. Hardt called attention to paragraph 102.05 of special provisions of this project. Where it states:"Information distributed or responses to questions at the prebidding meeting will not in any way alter or affect any of the provisions contained in the project plans and specifications."

8536

ROW 18-4

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STATE HWY ENGR
MAY 23 '77
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FOR
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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 23, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Power Line Relocation
Columbia Blvd. Intchge. Section
(Owens-Illinois Relocation)
Multnomah County
Project No. I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company's facilities, dated April 13, 1977, and a sketch map showing their proposed relocation. This proposed adjustment has been approved by Owens-Illinois' Portland management.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated during our negotiations with Owens-Illinois. Pacific Power & Light and Owens-Illinois were advised verbally of the conflict as soon as it was known, and the plans were developed sufficiently to determine the best solution. The relocation agreement will, therefore, consist of the verbal notification of conflict, the esmimate and sketch submitted herewith, and our letter authorizing PP&L to proceed with the replacement service lines.

Any appropriate permits for the Company's facilities on highway right of way will be issued.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length. No betterment is involved in this proposed relocation.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 are requested. Estimated cost to the State is $26,294.00.

Yours truly,

Phil Preston
Utility Special Studies Engineer

PP:db
Enc.
cc: H. S. Coulter
D. E. Swan
Robert Church

8536

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-18-77

FEDERAL AID PROJECT NO.
I-205-7(13)313

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

COUNTY CODE
Clackamas, Multnomah

PROGRAM STAGE (CONST.) [ ] 1. [ ] 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
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JUN 14 '77
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DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-18-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Utility adjustment Parkrose Water District (Owens-Illinois relocation)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's letter of 5-5-77, you are authorized to proceed with the actual adjustment of Parkrose Water District's water service line relocation for Owens-Illinois. Reimbursement on an actual cost basis estimated not to exceed $130,000 - F. F. $119,912 is approved.

I approve the agreement with Parkrose Water District consisting of the verbal notice of conflict, your Metro Utility Engineer's letter of 4-27-77 and the plans and estimate furnished by Mr. Preston's letter of 5-5-77.

Also, as requested in Mr. Preston's 5-5-77 letter, I concur that installation of a 12-inch water line at this time to eliminate the necessity of installing an extra temporary 16-inch water line by-pass during construction of the I-205 Columbia Blvd. at a cost of $35,900 as compared to $22,828 for the difference of the 12-inch line and the 8-inch line being replaced is the most feasible and economical solution and is in the public interest.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE SIGNATURE OF APPROVING OFFICIAL

JUN 14 '77

REFER TO FOR

Info | Invest | R/D | D/R | Sign | Adv | Insp

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-18-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility adjustment Parkrose Water District (Owens-Illinois relocation)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

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Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-18-77		For Division Administrator

FORM FR-1240 (REV 8-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8536

15

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

May 10, 1977

P. O. BOX 8979
PORTLAND, OREGON 97208

D 315-2-130

Mr. James E. Chidsey
Railroad & Utility Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Chidsey:

Please refer to drawings furnished by Owens-Illinois for reconstruction of their facilities in the vicinity of M. P. 13.3 on our Kenton Line near Fir.

We are approving one set of the drawings, subject to the notation in red. We are returning one set under separate cover.

Will you please inform Owens-Illinois that they will have to secure an exemption from the PUC for the impaired clearance at the door.

R-37

Yours very truly,

Original signed for
L. A. Kirkeby
Superintendent
L. A. Kirkeby

R L Schroeder
XC: J.C. Sollis
J B Boyd
W.J. Hart w/app. Dwgs.
J. H. Versteeg
[redacted]
E.L Hardt
Paul Barnhart

RECEIVED
MAY 12 1977
RR & UTILITY UNIT

RECEIVED
MAY 13 1977
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

8536

ROW 18-4

OREGON STATE HIGHWAY DIVISION

NOTED
H.J. COULTER

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Water Service Line Relocation
Columbia Blvd. Intchge. Section
(Owens-Illinois Relocation)
Multnomah County
Project No. I-205-8(42)313

Dear Mr. Green:

The Owens-Illinois (O-I) plant is now served by two 8-inch water mains; one of them from 92nd Avenue westerly of the plant and one from the east. The company's present fire protection system and fire protection rates are based on having two water sources. The company has specified they will require both sources at all times. The present system is shown tinted blue on the attached sketch.

Parkrose Water District has proposed the existing system be replaced with a 12-inch water line northerly of the plant, shown tinted pink on the sketch. This will involve betterment as listed below.

1. 200' of 12-inch water main
2. The difference in cost between the existing 8-inch main and 12-inch main.
3. The difference in cost between six 8-inch valves and six 12-inch valves.

This proposed betterment is detailed on a separate sheet.

Parkrose Water District informs us that if the 12-inch line is constructed, it will complete their system in the area with sufficient capacity so that during construction of the I-205 crossing of Columbia Blvd. (shown tinted green on sketch) the 16-inch water main in Columbia Blvd. can be disconnected. However, if the 8-inch service lines to the O-I plant are replaced in-kind, it will require a 16-inch by-pass at Columbia Blvd. The estimated cost of this by-pass is $35,900. The betterment requested by the District for the 12-inch water main is $22,828, so the State will save $13,072 by authorizing the 12-inch water main.

A certification prepared by Gary Kennen as to the rights in the land occupied by Parkrose Water District's facilities is in our files. Also a certification is in our files for the portion of the 8-inch line owned by Owens-Illinois.

The conflict was anticipated during our negotiations with O-I. Parkrose Water District and O-I were advised verbally of the conflict as soon as it was known, and the plans were developed sufficiently to determine the best solution. The relocation agreement will, therefore, consist of the verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing Parkrose Water District to proceed with the replacement service lines.

An appropriate permit for the District's proposed relocation across the freeway will be issued.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length. There is a betterment derived from the proposed adjustment of the 8-inch water line but it is compensated for by the elimination of the Columbia Blvd. 16-inch water main by-pass, as detailed above, therefore, no total betterment is derived from this adjustment.

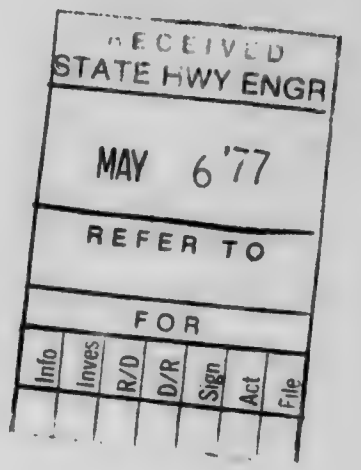
Your approval of the actual cost agreement for the installation of the 12-inch water line, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. The estimated cost to the State is $130,000.

Yours truly,

Phil G. Preston
Utility Special Studies Engr.

PGP:db
Attch.

cc: H. S. Coulter
J. B. Boyd (File 44235)
D. E. Swan
Robert Church



B E T T E R M E N T

The additional cost for a 12-inch main over an 8-inc main is the difference in cost of the pipe (3,400 lin. ft.), the difference in cost of valves (6) and the 200 feet additional length of the 12-inch alignment.

This is detailed as follows:

	12" Pipe		8" Pipe		Difference
Pipe -	$ 13.20	-	$ 9.00	=	$ 4.20/lin. ft.
Valves -	$550.00	-	$400.00	=	$150.00 each.
Add. Length -	$130,000.00 ÷ 3,400 ft.			=	38.24

3,400 x	$ 4.20	=	$14,280
6 x	$150.00	=	900
200 x	$ 38.24	=	7,648
TOTAL BETTERMENT			$22,828

8636 Col. Blvd. Int. (Owens-Illinois Reloc.) Sec. (Grading, paving & plant fac.) #1 1977

C & A 4606 4-19-73, 11-28-72
C & A 6092 5-24-77
RR # 871 7-14-77

8536

I-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/28/77
Wendell L. Reed

~~4-28-77~~ 5-26-77 Bid Letting _____ All Clear Deadline

SECTION Col. Blvd. Int (Queen-Illinois)
Highway E. Portland Freeway
County Multnomah Region ____
Type of Work C-P-Misc. Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

I-205-7(42)313

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS		X	X	X	X	Significant problems covered by Specs & Permits
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands		X			X	Special Conditions will be in job specs
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	No mitigation proposed

8536 4-27-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-543

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-27-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"
(Columbia Blvd. Interchange-(Owens-Illinois)

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility adjustment - N.W. Natural Gas Co.
(Owens-Illinois Glass Co.)
TEC not to exceed $13,734 - FF $12,668.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 4-13-77, you are authorized to proceed with the actual adjustments of the Northwest Natural Gas Company's facilities. Reimbursement on an actual cost basis is approved.

I approve the agreement with the Utility consisting of verbal notice of conflict, the Utility's exhibit A, and the plans and estimate furnished by your letter of 4-13-77.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-27-77	E J Black	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-767

8536 I-205

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 20, 1977

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: Federal and State Requirements Pertaining to Relocation of Owens-Illinois Oil Storage Facilities on I-205 Project

By a copy of this memo, I am sending two copies of Priscilla Harney's April 15 memo and attachments along with a section of the detail map covering the area to the Right-of-Way Section. Mr. Boyd will prepare the necessary Spill Prevential Control and Countermeasures Plan required by the Federal Register document "Oil Pollution Prevention" relating to the subject oil storage relocation.

DNS:az
cc: Priscilla Harney
J. B. Boyd, w/attach.

REFERRED TO
Board
Cole
Britson
Hagar
Return Discuss Do File Copy
FINAL DESIGN ENGINEER

1 Versteeg
2 Olson all.
3 Christensen
Scott
Swenson
Savage
Trout
cc: Metro

RECEIVED
APR 20 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 15, 1977

Salem, OR 97310

FILE:

FROM: Priscilla Harney
Water Quality Specialist

TO: Memo to the Files

SUBJECT: Federal and State Requirements Pertaining to Relocation of Owens-Illinois Oil Storage Facilities on I-205 Project

I spoke with Donald Gipes of EPA (phone 221-3250 Portland) last week concerning what federal requirements apply to relocation of the Owens-Illinois oil storage facilities. He informed me that the federal government requires preparation of a Spill Prevention Control and Countermeasure Plan (SPCC). The plan must be prepared and signed by a professional engineer, and must be kept at the storage site itself. Attached is a copy of the December 11, 1973, Federal Register document "Oil Pollution Prevention". Guidelines for preparation and implementation of an SPCC in general and as it pertains to onshore storage facilities can be seen on pp. 34167-8 of that document. Preparation of an SPCC does not eliminate owners' liability in the case of a spill, but failure to prepare the plan will result in double liability, Mr. Gipes informed me. There is no further federal requirement beyond preparation of the SPCC.

Mr. Dave Fraley from DEQ (phone 229-6232 Portland) informed me that a state permit is required in addition to the SPCC plan only when water treatment facilities are planned in connection with the oil storage units. Otherwise, on an informal basis, DEQ would like to see a copy of the SPCC when it is completed. They are willing to make suggestions and comments about the plan if that is appropriate. Mr. Fraley would like the SPCC sent to him at the following address:

Department of Environmental Quality
1234 SW Morrison
Portland, OR 97205

Otherwise, also on an informal basis, DEQ would like to see the oil storage area when it is completed.

Mr. Fraley also informed me that the Coast Guard has no requirement beyond preparation of the SPCC plan.

PH:cjh

Attachment

cc: Don Trout, Design
Don Keyes, Location
Pieter Dykman
Gary Potter

1/2 Versteeg
Olson
Scott
Swenson
3

RECEIVED
APR 15 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Other

4-19-77
Copy of this + detail map to Rfp to prepare necessary SPCC Dwg

federal register

TUESDAY, DECEMBER 11, 1973
WASHINGTON, D.C.

Volume 38 ■ Number 237

PART II

ENVIRONMENTAL PROTECTION AGENCY

■

OIL POLLUTION PREVENTION

Non-Transportation Related Onshore and Offshore Facilities

Title 40—Protection of the Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER D—WATER PROGRAMS

PART 112—OIL POLLUTION PREVENTION

Non-transportation Related Onshore and Offshore Facilities

Notice of proposed rule making was published on July 19, 1973, containing proposed regulations, required by an pursuant to section 311(j)(1)(C) of the Federal Water Pollution Control Act, as amended (86 Stat. 868, 33 U.S.C. 1251 et seq.), (FWPCA), to prevent discharges of oil into the navigable waters of the United States and to contain such discharges if they occur. The proposed regulations endeavor to prevent such spills by establishing procedures, methods and equipment requirements of owners or operators of facilities engaged in drilling, producing, gathering, storing, processing, refining, transferring, distributing, or consuming oil.

Written comments on the proposed regulations were solicited and received from interested parties. In addition, a number of verbal comments on the proposal were also received. The written comments are on file at the Division of Oil and Hazardous Materials, Office of Water Program Operations, U.S. Environmental Protection Agency, Washington, D.C.

All of the comments have been given careful consideration and a number of changes have been made in the regulation. These changes incorporate either suggestions made in the comments or ideas initiated by the suggestions.

Some comments reflected a misunderstanding of the fundamental principles of the regulation, specifically as they applied to older facilities and marginal operations. During the development of the regulation it was recognized that no single design or operational standard can be prescribed for all non-transportation related facilities, since the equipment and operational procedures appropriate for one facility may not be appropriate for another because of factors such as function, location, and age of each facility. Also, new facilities could achieve a higher level of spill prevention than older facilities by the use of fail-safe design concepts and innovative spill prevention methods and procedures. It was concluded that older facilities and marginal operations could develop strong spill contingency plans and commit manpower, oil containment devices and removal equipment to compensate for inherent weaknesses in the spill prevention plan.

Appropriate changes were made in the regulation to simplify, clarify or correct deficiencies in the proposal.

A discussion of these changes, section by section follows:

A. *Section 112.1—General applicability.* Section 112.1(b), the "foreseeability provision", contained in 112.1(d)(4) was added to paragraph 112.1(b). As modified, the regulation applies to non-transportation-related onshore and offshore facilities which, due to their location, could reasonably be expected to discharge oil into or upon the navigable waters of the United States or adjoining shorelines.

Sections 112.1(b), 112.1(d)(4) and 112.3 are now consistent.

Section 112.1(d)(1) was expanded to further clarify the respective authorities of the Department of Transportation and the Environmental Protection Agency by referring to the Memorandum of Understanding between the Secretary of Transportation and the Administrator of the Environmental Protection Agency (Appendix).

Section 112.1(d)(2), the figure for barrels was converted to gallons, a unit of measure more familiar to the public, and now reads "42000 gallons."

Section 112.1(d)(3), exemption for facilities with nonburied tankage was extended to 1320 gallons in aggregate with no single tank larger than 660 gallons and applies to all oils, not just heating oil and motor fuel. Tanks of 660 gallons are the normal domestic code size for nonburied heating oil tanks. Buildings may have two such tanks. Facilities containing small quantities of oil other than motor fuel or heating oil would also be exempt, thus making this consistent with the definition of oil in § 112.2.

B. *Section 112.2—Definitions.* Section 112.2(1), the term "navigable waters" was expanded to the more descriptive definition used by the National Pollutant Discharge Elimination System.

Section 112.2(m), the U.S. Coast Guard definition of the term "vessel" was included. This term is used in the regulation and the definition is consistent with the Department of Transportation regulations.

C. *Section 112.3—Requirements for the preparation and implementation of spill prevention control and countermeasure plans.* A new paragraph (c) was added to § 112.3 which applies to mobile or portable facilities subject to the regulation. These facilities need not prepare a new Spill Prevention Control and Countermeasure Plan (SPCC Plan) each time the facility is moved to a new site, but may prepare a general plan, identifying good spill prevention engineering practices (as outlined in the guidelines, § 112.7), and implement these practices at each new location.

Section 112.3(a), (b) and (f) (which was § 112.3(e) in the proposed rule making) have been modified to allow extensions of time beyond the normally specified periods to apply to the preparation of plans as well as to their implementation and to remove the time limitation of one year for extensions. Extensions may be allowed for whatever period of time considered reasonable by the Regional Administrator.

Section 112.3(e) (which was § 112.3(d) in the proposed rule making) was modified to require the maintenance of the SPCC Plan for inspection at the facility only if the facility was normally manned. If the facility is unmanned, the Plan may be kept at the nearest field office.

Section 112.3(f)(1) (§ 112.3(e)(1) in the proposed regulation) was changed to include the nonavailability of qualified personnel as a reason for the Regional Administrator granting an extension of time.

D. *Section 112.4—Amendment of spill prevention control and countermeasure plans by Regional Administrator.* Section 112.4(a)(11), permits the Regional Administrator to require that the owner or operator furnish additional information to EPA after one or more spill event has occurred. The change limits the request for additional information to that pertinent to the SPCC Plan or to the pollution incident.

Section 112.4(b) now reads "Section 112.4 * * *", not "This subsection * * *"

Section 112.4(e) allowed the Regional Administrator to require amendments to SPCC Plans and specifies that the amendment must be incorporated in the Plan within 30 days unless the Regional Administrator specifies an earlier effective date. The change allows the Regional Administrator to specify any appropriate date that is reasonable.

Section 112.4(f). A new § 112.4(f) has been added which provides for an appeal by an owner or operator from a decision rendered by the Regional Administrator on an amendment to an SPCC Plan. The appeal is made to the Administrator of EPA and the paragraph outlines the procedures for making such an appeal.

E. *Section 112.5—Amendment of spill prevention control and countermeasure plans by owners or operators.* Section 112.5(b) required the owner or operator to amend the SPCC Plan every three years. The amendment required the incorporation of any new, field-proven technology and had to be certified by a Professional Engineer.

The change requires that the owner or operator review the Plan every three years to see if it needs amendment. New technology need be incorporated only if it will significantly reduce the likelihood of a spill. The change will prevent frivolous retrofitting of equipment to facilities whose prevention plans are working successfully, and will not require engineering certification unless an amendment is necessary.

Section 112.5(c), this paragraph required that the owner or operator amend his SPCC Plan when his facility became subject to §112.4 (amendment by the Regional Administrator). This paragraph has been removed. It is inconsistent to require the owner or operator to independently amend the Plan while the Regional Administrator is reviewing it for possible amendment.

F. *Section 112.6—Civil penalties.* There are no changes in this section.

G. *Section 112.7—Guidelines for the preparation and implementation of a spill prevention control and countermeasure plan.* Numerous changes have been made in the guidelines section; the changes have been primarily:

1. To correct the use of language inconsistent with guidelines. For example, the word "shall" has been changed to "should" in § 112.7(a) through (e).

2. To give the engineer preparing the Plan greater latitude to use alternative methods better suited to a given facility or local conditions.

3. To cover facilities subject to the regulation, but for which no guidelines were previously given. This category includes such things as mobile facilities, and drilling and workover rigs.

In addition, wording was changed to differentiate between periodic observations by operating personnel and formal inspections with attendant record keeping.

These regulations shall become effective January 10, 1974.

Dated: November 27, 1973.

JOHN QUARLES,
Acting Administrator.

A new Part 112 would be added to subchapter D, Chapter I of Title 40, Code of Federal Regulations as follows:

Sec.
112.1 General applicability.
112.2 Definitions.
112.3 Requirements for preparation and implementation of Spill Prevention Control and Countermeasure plans.
112.4 Amendment of Spill Prevention Control and Countermeasure Plans by Regional Administrator.
112.5 Admendment of Spill Prevention Control and Countermeasure Plans by owners or operators.
112.6 Civil penalties.
112.7 Guidelines for the preparation and implementation of a Spill Prevention Control and Countermeasure Plan.
Appendix Memorandum of Understanding Between the Secretary of the Department of Transportation and the Administrator of the Environmental Protection Agency. Section II—Definitions.

AUTHORITY: Secs. 311(j)(1)(C), 311(j)(2), 501(a), Federal Water Pollution Control Act (Sec. 2, Pub. L. 92-500, 86 Stat. 816 et seq. (33 U.S.C. 1251 et seq.)); Sec. 4(b), Pub. L. 92-500, 86 Stat. 897; 5 U.S.C. Reorg. Plan of 1970 No. 3 (1970), 35 FR 15623, 3 CFR 1966-1970 Comp.; E.O. 11735, 38 FR 21243, 3 CFR.

§ 112.1 General applicability.

(a) This part establishes procedures, methods and equipment and other requirements for equipment to prevent the discharge of oil from non-transportation-related onshore and offshore facilities into or upon the navigable waters of the United States or adjoining shorelines.

(b) Except as provided in paragraph (d) of this section, this part applies to owners or operators of non-transportation-related onshore and offshore facilities engaged in drilling, producing, gathering, storing, processing, refining, transferring, distributing or consuming oil and oil products, and which, due to their location, could reasonably be expected to discharge oil in harmful quantities, as defined in Part 110 of this chapter, into or upon the navigable waters of the United States or adjoining shorelines.

(c) As provided in sec. 313 (86 Stat. 875) departments, agencies, and instrumentalities of the Federal government are subject to these regulations to the same extent as any person, except for the provisions of § 112.6.

(d) This part does not apply to:

(1) Equipment or operations of vessels or transportation-related onshore and offshore facilities which are subject to authority and control of the Department of Transportation, as defined in the Memorandum of Understanding between the Secretary of Transportation and the Administrator of the Environmental Protection Agency, dated November 24, 1971, 36 FR 24000.

(2) Facilities which have an aggregate storage of 1320 gallons or less of oil, provided no single container has a capacity in excess of 660 gallons.

(3) Facilities which have a total storage capacity of 42000 gallons or less of oil and such total storage capacity is buried underground.

(4) Non-transportation-related onshore and offshore facilities, which, due to their location, could not reasonably be expected to discharge oil into or upon the navigable waters of the United States or adjoining shorelines.

(e) This part provides for the preparation and implementation of Spill Prevention Control and Countermeasure Plans prepared in accordance with § 112.7, designed to complement existing laws, regulations, rules, standards, policies and procedures pertaining to safety standards, fire prevention and pollution prevention rules, so as to form a comprehensive balanced Federal/State spill prevention program to minimize the potential for oil discharges. Compliance with this part does not in any way relieve the owner or operator of an onshore or an offshore facility from compliance with other Federal, State or local laws.

§ 112.2 Definitions.

For the purposes of this part:

(a) "Oil" means oil of any kind or in any form, including, but not limited to petroleum, fuel oil, sludge, oil refuse and oil mixed with wastes other than dredged spoil.

(b) "Discharge" includes but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying or dumping. For purposes of this part, the term "discharge" shall not include any discharge of oil which is authorized by a permit issued pursuant to Section 13 of the River and Harbor Act of 1899 (30 Stat. 1121, 33 U.S.C. 407), or Sections 402 or 405 of the FWPCA Amendments of 1972 (86 Stat. 816 et seq., 33 U.S.C. 1251 et seq.).

(c) "Onshore facility" means any facility of any kind located in, on, or under any land within the United States, other than submerged lands, which is not a transportation-related facility.

(d) "Offshore facility" means any facility of any kind located in, on, or under any of the navigable waters of the United States, which is not a transportation-related facility.

(e) "Owner or operator" means any person owning or operating an onshore facility or an offshore facility, and in the case of any abandoned offshore facility, the person who owned or operated such facility immediately prior to such abandonment.

(f) "Person" includes an individual, firm, corporation, association, and a partnership.

(g) "Regional Administrator", means the Regional Administrator of the Environmental Protection Agency, or his designee, in and for the Region in which the facility is located.

(h) "Transportation-related" and "non-transportation-related" as applied to an onshore or offshore facility, are defined in the Memorandum of Understanding between the Secretary of Transportation and the Administrator of the Environmental Protection Agency, dated November 24, 1971, 36 FR 24080.

(i) "Spill event" means a discharge of oil into or upon the navigable waters of the United States or adjoining shorelines in harmful quantities, as defined at 40 CFR Part 110.

(j) "United States" means the States, the District of Columbia, the Commonwealth of Puerto Rico, the Canal Zone, Guam, American Samoa, the Virgin Islands, and the Trust Territory of the Pacific Islands.

(k) The term "navigable waters" of the United States means "navigable waters" as defined in section 502(7) of the FWPCA, and includes:

(1) all navigable waters of the United States, as defined in judicial decisions prior to passage of the 1972 Amendments to the FWPCA (Pub. L. 92-500), and tributaries of such waters;

(2) interstate waters;

(3) intrastate lakes, rivers, and streams which are utilized by interstate travelers for recreational or other purposes; and

(4) intrastate lakes, rivers, and streams from which fish or shellfish are taken and sold in interstate commerce.

(l) "Vessel" means every description of watercraft or other artificial contrivance used, or capable of being used as a means of transportation on water, other than a public vessel.

§ 112.3 Requirements for preparation and implementation of Spill Prevention Control and Countermeasure Plans.

(a) Owners or operators of onshore and offshore facilities in operation on or before the effective date of this part that have discharged or could reasonably be expected to discharge oil in harmful quantities, as defined in 40 CFR Part 110, into or upon the navigable waters of the United States or adjoining shorelines, shall prepare a Spill Prevention Control and Countermeasure Plan (hereinafter "SPCC Plan"), in accordance with § 112.7. Except as provided for in paragraph (f) of this section, such SPCC Plan shall be prepared within six months after the effective date of this part and shall be fully implemented as soon as possible, but not later than one year after the effective date of this part.

(b) Owners or operators of onshore and offshore facilities that become operational after the effective date of this part, and that have discharged or could reasonably be expected to discharge oil in harmful quantities, as defined in 40 CFR Part 110, into or upon the navigable waters of the United States or adjoining shorelines, shall prepare an SPCC Plan in accordance with § 112.7. Except as provided for in paragraph (f) of this section, such SPCC Plan shall be prepared within six months after the date such facility begins operations and shall be fully implemented as soon as possible, but not later than one year after such facility begins operations.

(c) Onshore and offshore mobile or portable facilities such as onshore drilling or workover rigs, barge mounted offshore drilling or workover rigs, and portable fueling facilities shall prepare and implement an SPCC Plan as required by paragraphs (a), (b) and (d) of this section. The owner or operator of such facility need not prepare and implement a new SPCC Plan each time the facility is moved to a new site. The SPCC Plan for mobile facilities should be prepared in accordance with § 112.7, using good engineering practice, and when the mobile facility is moved it should be located and installed using spill prevention practices outlined in the SPCC Plan for the facility. The SPCC Plan shall only apply while the facility is in a fixed (non transportation) operating mode.

(d) No SPCC Plan shall be effective to satisfy the requirements of this part unless it has been reviewed by a Registered Professional Engineer and certified to by such Professional Engineer. By means of this certification the engineer, having examined the facility and being familiar with the provisions of this part, shall attest that the SPCC Plan has been prepared in accordance with good engineering practices. Such certification shall in no way relieve the owner or operator of an onshore or offshore facility of his duty to prepare and fully implement such Plan in accordance with § 112.7, as required by paragraphs (a), (b) and (c) of this section.

(e) Owners or operators of a facility for which an SPCC Plan is required pursuant to paragraphs (a), (b) or (c) of this section shall maintain a complete copy of the Plan at such facility if the facility is normally attended at least 8 hours per day, or at the nearest field office if the facility is not so attended, and shall make such Plan available to the Regional Administrator for on-site review during normal working hours.

(f) Extensions of time.

(1) The Regional Administrator may authorize an extension of time for the preparation and full implementation of an SPCC Plan beyond the time permitted for the preparation and implementation of an SPCC Plan pursuant to paragraphs (a), (b) or (c) of this section where he finds that the owner or operator of a facility subject to paragraphs (a), (b) or (c) of this section cannot fully comply with the requirements of this part as a result of either nonavailability of qualified personnel, or delays in construction or equipment delivery beyond the control and without the fault of such owner or operator or their respective agents or employees.

(2) Any owner or operator seeking an extension of time pursuant to paragraph (f)(1) of this section may submit a letter of request to the Regional Administrator. Such letter shall include:

(i) A complete copy of the SPCC Plan, if completed;

(ii) A full explanation of the cause for any such delay and the specific aspects of the SPCC Plan affected by the delay;

(iii) A full discussion of actions being taken or contemplated to minimize or mitigate such delay;

(iv) A proposed time schedule for the implementation of any corrective actions being taken or contemplated, including interim dates for completion of tests or studies, installation and operation of any necessary equipment or other preventive measures.

In addition, such owner or operator may present additional oral or written statements in support of his letter of request.

(3) The submission of a letter of request for extension of time pursuant to paragraph (f)(2) of this section shall in no way relieve the owner or operator from his obligation to comply with the requirements of § 112.3 (a), (b) or (c). Where an extension of time is authorized by the Regional Administrator for particular equipment or other specific aspects of the SPCC Plan, such extension shall in no way affect the owner's or operator's obligation to comply with the requirements of § 112.3 (a), (b) or (c) with respect to other equipment or other specific aspects of the SPCC Plan for which an extension of time has not been expressly authorized.

§ 112.4 Amendment of SPCC Plans by Regional Administrator.

(a) Notwithstanding compliance with § 112.3, whenever a facility subject to § 112.3 (a), (b) or (c) has: Discharged more than 1,000 U.S. gallons of oil into or upon the navigable waters of the United States or adjoining shorelines in a single spill event, or discharged oil in harmful quantities, as defined in 40 CFR Part 110, into or upon the navigable waters of the United States or adjoining shorelines in two spill events, reportable under section 311(b)(5) of the FWPCA, occurring within any twelve month period, the owner or operator of such facility shall submit to the Regional Administrator, within 60 days from the time such facility becomes subject to this section, the following:

(1) Name of the facility;

(2) Name(s) of the owner or operator of the facility;

(3) Location of the facility;

(4) Date and year of initial facility operation;

(5) Maximum storage or handling capacity of the facility and normal daily throughput;

(6) Description of the facility, including maps, flow diagrams, and topographical maps;

(7) A complete copy of the SPCC Plan with any amendments;

(8) The cause(s) of such spill, including a failure analysis of system or subsystem in which the failure occurred;

(9) The corrective actions and/or countermeasures taken, including an adequate description of equipment repairs and/or replacements;

(10) Additional preventive measures taken or contemplated to minimize the possibility of recurrence;

(11) Such other information as the Regional Administrator may reasonably require pertinent to the Plan or spill event.

(b) Section 112.4 shall not apply until the expiration of the time permitted for the preparation and implementation of an SPCC Plan pursuant to § 112.3 (a), (b), (c) and (f).

(c) A complete copy of all information provided to the Regional Administrator pursuant to paragraph (a) of this section shall be sent at the same time to the State agency in charge of water pollution control activities in and for the State in which the facility is located. Upon receipt of such information such State agency may conduct a review and make recommendations to the Regional Administrator as to further procedures, methods, equipment and other requirements for equipment necessary to prevent and to contain discharges of oil from such facility.

(d) After review of the SPCC Plan for a facility subject to paragraph (a) of this section, together with all other information submitted by the owner or operator of such facility, and by the State agency under paragraph (c) of this section, the Regional Administrator may require the owner or operator of such facility to amend the SPCC Plan if he finds that the Plan does not meet the requirements of this part or that the amendment of the Plan is necessary to prevent and to contain discharges of oil from such facility.

(e) When the Regional Administrator proposes to require an amendment to the SPCC Plan, he shall notify the facility operator by certified mail addressed to, or by personal delivery to, the facility owner or operator, that he proposes to require an amendment to the Plan, and shall specify the terms of such amendment. If the facility owner or operator is a corporation, a copy of such notice shall also be mailed to the registered agent, if any, of such corporation in the State where such facility is located. Within 30 days from receipt of such notice, the facility owner or operator may submit written information, views, and arguments on the amendment. After considering all relevant material presented, the Regional Administrator shall notify the facility owner or operator of any amendment required or shall rescind the notice. The amendment required by the Regional Administrator shall become part of the Plan 30 days

after such notice, unless the Regional Administrator, for good cause, shall specify another effective date. The owner or operator of the facility shall implement the amendment of the Plan as soon as possible, but not later than six months after the amendment becomes part of the Plan, unless the Regional Administrator specifies another date.

(f) An owner or operator may appeal a decision made by the Regional Administrator requiring an amendment to an SPCC Plan. The appeal shall be made to the Administrator of the United States Environmental Protection Agency and must be made in writing within 30 days of receipt of the notice from the Regional Administrator requiring the amendment. A complete copy of the appeal must be sent to the Regional Administrator at the time the appeal is made. The appeal shall contain a clear and concise statement of the issues and points of fact in the case. It may also contain additional information which the owner or operator wishes to present in support of his argument. The Administrator or his designee may request additional information from the owner or operator, or from any other person. The Administrator or his designee may request additional information from the owner or operator, or from any other person. The Administrator or his designee shall render a decision within 60 days of receiving the appeal and shall notify the owner or operator of his decision.

§ 112.5 Amendment of Spill Prevention Control and Countermeasure Plans by owners or operators.

(a) Owners or operators of facilities subject to § 112.3 (a), (b) or (c) shall amend the SPCC Plan for such facility in accordance with § 112.7 whenever there is a change in facility design, construction, operation or maintenance which materially affects the facility's potential for the discharge of oil into or upon the navigable waters of the United States or adjoining shorelines. Such amendments shall be fully implemented as soon as possible, but not later than six months after such change occurs.

(b) Notwithstanding compliance with paragraph (a) of this section, owners and operators of facilities subject to § 112.3 (a), (b) or (c) shall complete a review and evaluation of the SPCC Plan at least once every three years from the date such facility becomes subject to this part. As a result of this review and evaluation, the owner or operator shall amend the SPCC Plan within six months of the review to include more effective prevention and control technology if: (1) Such technology will significantly reduce the likelihood of a spill event from the facility, and (2) if such technology has been field-proven at the time of the review.

(c) No amendment to an SPCC Plan shall be effective to satisfy the requirements of this section unless it has been certified by a Professional Engineer in accordance with § 112.3(d).

§ 112.6 Civil penalties.

Owners or operators of facilities subject to § 112.3 (a), (b) or (c) who violate the requirements of this part by failing or refusing to comply with any of the provisions of § 112.3, § 112.4, or § 112.5 shall be liable for a civil penalty of not more than $5,000 for each day that such violation continues. The Regional Administrator may assess and compromise such civil penalty. No penalty shall be assessed until the owner or operator shall have been given notice and an opportunity for hearing.

§ 112.7 Guidelines for the preparation and implementation of a Spill Prevention Control and Countermeasure Plan.

The SPCC Plan shall be a carefully thought-out plan, prepared in accordance with good engineering practices, and which has the full approval of management at a level with authority to commit the necessary resources. If the plan calls for additional facilities or procedures, methods, or equipment not yet fully operational, these items should be discussed in separate paragraphs, and the details of installation and operational start-up should be explained separately. The complete SPCC Plan shall follow the sequence outlined below, and include a discussion of the facility's conformance with the appropriate guidelines listed:

(a) A facility which has experienced one or more spill events within twelve months prior to the effective date of this part should include a written description of each such spill, corrective action taken and plans for preventing recurrence.

(b) Where experience indicates a reasonable potential for equipment failure (such as tank overflow, rupture, or leakage), the plan should include a prediction of the direction, rate of flow, and total quantity of oil which could be discharged from the facility as a result of each major type of failure.

(c) Appropriate containment and/or diversionary structures or equipment to prevent discharged oil from reaching a navigable water course should be provided. One of the following preventive systems or its equivalent should be used as a minimum:

(1) Onshore facilities.

(i) Dikes, berms or retaining walls sufficiently impervious to contain spilled oil

(ii) Curbing

(iii) Culverting, gutters or other drainage systems

(iv) Weirs, booms or other barriers

(v) Spill diversion ponds

(vi) Retention ponds

(vii) Sorbent materials

(2) Offshore facilities.

(i) Curbing, drip pans

(ii) Sumps and collection systems

(d) When it is determined that the installation of structures or equipment listed in § 112.7(c) to prevent discharged oil from reaching the navigable waters is not practicable from any onshore or offshore facility, the owner or operator should clearly demonstrate such impracticability and provide the following:

(1) A strong oil spill contingency plan following the provision of 40 CFR Part 109.

(2) A written commitment of manpower, equipment and materials required to expeditiously control and remove any harmful quantity of oil discharged.

(e) In addition to the minimal prevention standards listed under § 112.7 (c), sections of the Plan should include a complete discussion of conformance with the following applicable guidelines, other effective spill prevention and containment procedures (or, if more stringent, with State rules, regulations and guidelines):

(1) *Facility drainage (onshore); (excluding production facilities).* (i) Drainage from diked storage areas should be restrained by valves or other positive means to prevent a spill or other excessive leakage of oil into the drainage system or inplant effluent treatment system, except where plan systems are designed to handle such leakage. Diked areas may be emptied by pumps or ejectors; however, these should be manually activated and the condition of the accumulation should be examined before starting to be sure no oil will be discharged into the water.

(ii) Flapper-type drain valves should not be used to drain diked areas. Valves used for the drainage of diked areas should, as far as practical, be of manual, open-and-closed design. When plant drainage drains directly into water courses and not into wastewater treatment plants, retained storm water should be inspected as provided in paragraph (e) (2) (iii) (B, C and D) before drainage.

(iii) Plant drainage systems from undiked areas should, if possible, flow into ponds, lagoons or catchment basins, designed to retain oil or return it to the facility. Catchment basins should not be located in areas subject to periodic flooding.

(iv) If plant drainage is not engineered as above, the final discharge of all in-plant ditches should be equipped with a diversion system that could, in the event of an uncontrolled spill, return the oil to the plant.

(v) Where drainage waters are treated in more than one treatment unit, natural hydraulic flow should be used. If pump transfer is needed, two "lift" pumps should be provided, and at least one of the pumps should be permanently installed when such treatment is continuous. In any event, whatever techniques are used facility drainage systems should be adequately engineered to prevent oil from reaching navigable waters in the event of equipment failure or human error at the facility.

(2) *Bulk storage tanks (onshore); (excluding production facilities).* (i) No

tank should be used for the storage of oil unless its material and construction are compatible with the material stored and conditions of storage such as pressure and temperature, etc.

(ii) All bulk storage tank installations should be constructed so that a secondary means of containment is provided for the entire contents of the largest single tank plus sufficient freeboard to allow for precipitation. Diked areas should be sufficiently impervious to contain spilled oil. Dikes, containment curbs, and pits are commonly employed for this purpose, but they may not always be appropriate. An alternative system could consist of a complete drainage trench enclosure arranged so that a spill could terminate and be safely confined in an in-plant catchment basin or holding pond.

(iii) Drainage of rainwater from the diked area into a storm drain or an effluent discharge that empties into an open water course, lake, or pond, and bypassing the in-plant treatment system may be acceptable if:

(A) The bypass valve is normally sealed closed.

(B) Inspection of the run-off rain water ensures compliance with applicable water quality standards and will not cause a harmful discharge as defined in 40 CFR 110.

(C) The bypass valve is opened, and resealed following drainage under responsible supervision.

(D) Adequate records are kept of such events.

(iv) Buried metallic storage tanks represent a potential for undetected spills. A new buried installation should be protected from corrosion by coatings, cathodic protection or other effective methods compatible with local soil conditions. Such buried tanks should at least be subjected to regular pressure testing.

(v) Partially buried metallic tanks for the storage of oil should be avoided, unless the buried section of the shell is adequately coated, since partial burial in damp earth can cause rapid corrosion of metallic surfaces, especially at the earth/air interface.

(vi) Aboveground tanks should be subject to periodic integrity testing, taking into account tank design (floating roof, etc.) and using such techniques as hydrostatic testing, visual inspection or a system of non-destructive shell thickness testing. Comparison records should be kept where appropriate, and tank supports and foundations should be included in these inspections. In addition, the outside of the tank should frequently be observed by operating personnel for signs of deterioration, leaks which might cause a spill, or accumulation of oil inside diked areas.

(vii) To control leakage through defective internal heating coils, the following factors should be considered and applied, as appropriate.

(A) The steam return or exhaust lines from internal heating coils which discharge into an open water course should be monitored for contamination, or passed through a settling tank, skimmer, or other separation or retention system.

(B) The feasibility of installing an external heating system should also be considered.

(viii) New and old tank installations should, as far as practical, be fail-safe engineered or updated into a fail-safe engineered installation to avoid spills. Consideration should be given to providing one or more of the following devices:

(A) High liquid level alarms with an audible or visual signal at a constantly manned operation or surveillance station; in smaller plants an audible air vent may suffice.

(B) Considering size and complexity of the facility, high liquid level pump cutoff devices set to stop flow at a predetermined tank content level.

(C) Direct audible or code signal communication between the tank gauger and the pumping station.

(D) A fast response system for determining the liquid level of each bulk storage tank such as digital computers, telepulse, or direct vision gauges or their equivalent.

(E) Liquid level sensing devices should be regularly tested to insure proper operation.

(ix) Plant effluents which are discharged into navigable waters should have disposal facilities observed frequently enough to detect possible system upsets that could cause an oil spill event.

(x) Visible oil leaks which result in a loss of oil from tank seams, gaskets, rivets and bolts sufficiently large to cause the accumulation of oil in diked areas should be promptly corrected.

(xi) Mobile or portable oil storage tanks (onshore) should be positioned or located so as to prevent spilled oil from reaching navigable waters. A secondary means of containment, such as dikes or catchment basins, should be furnished for the largest single compartment or tank. These facilities should be located where they will not be subject to periodic flooding or washout.

(3) *Facility transfer operations, pumping, and in-plant process (onshore); (excluding production facilities).* (i) Buried piping installations should have a protective wrapping and coating and should be cathodically protected if soil conditions warrant. If a section of buried line is exposed for any reason, it should be carefully examined for deterioration. If corrosion damage is found, additional examination and corrective action should be taken as indicated by the magnitude of the damage. An alternative would be the more frequent use of exposed pipe corridors or galleries.

(ii) When a pipeline is not in service, or in standby service for an extended time the terminal connection at the transfer point should be capped or blank-flanged, and marked as to origin.

(iii) Pipe supports should be properly designed to minimize abrasion and corrosion and allow for expansion and contraction.

(iv) All aboveground valves and pipelines should be subjected to regular examinations by operating personnel at which time the general condition of items, such as flange joints, expansion joints, valve glands and bodies, catch pans, pipeline supports, locking of valves, and metal surfaces should be assessed. In addition, periodic pressure testing may be warranted for piping in areas where facility drainage is such that a failure might lead to a spill event.

(v) Vehicular traffic granted entry into the facility should be warned verbally or by appropriate signs to be sure that the vehicle, because of its size, will not endanger above ground piping.

(4) *Facility tank car and tank truck loading/unloading rack (onshore).* (i) Tank car and tank truck loading/unloading procedures should meet the minimum requirements and regulation established by the Department of Transportation.

(ii) Where rack area drainage does not flow into a catchment basin or treatment facility designed to handle spills, a quick drainage system should be used for tank truck loading and unloading areas. The containment system should be designed to hold at least maximum capacity of any single compartment of a tank car or tank truck loaded or unloaded in the plant.

(iii) An interlocked warning light or physical barrier system, or warning signs, should be provided in loading/unloading areas to prevent vehicular departure before complete disconnect of flexible or fixed transfer lines.

(iv) Prior to filling and departure of any tank car or tank truck, the lowermost drain and all outlets of such vehicles should be closely examined for leakage, and if necessary, tightened, adjusted, or replaced to prevent liquid leakage while in transit.

(5) *Oil production facilities (onshore).* (i) *Definition.* An onshore production facility may include all wells, flowlines, separation equipment, storage facilities, gathering lines, and auxiliary non-transportation-related equipment and facilities in a single geographical oil or gas field operated by a single operator.

(ii) *Oil production facility (onshore) drainage.* (A) At tank batteries and central treating stations where an accidental discharge of oil would have a reasonable possibility of reaching navigable waters, the dikes or equivalent required under § 112.7(c)(1) should have drains closed and sealed at all times except when rainwater is being drained. Prior to drainage, the diked area should be inspected as provided in paragraph (e)(2)(iii) (B), C), and (D). Accumulated oil on the rainwater should be picked up and returned to storage or disposed of in accordance with approved methods.

(B) Field drainage ditches, road ditches, and oil traps, sumps or skimmers, if such exist, should be inspected at regularly scheduled intervals for accumulation of oil that may have escaped from small leaks. Any such accumulations should be removed.

(iii) *Oil production facility (onshore) bulk storage tanks.* (A) No tank should be used for the storage of oil unless its material and construction are compatible with the material stored and the conditions of storage.

(B) All tank battery and central treating plant installations should be provided with a secondary means of containment for the entire contents of the largest single tank if feasible, or alternate systems such as those outlined in § 112.7(c)(1). Drainage from undiked areas should be safely confined in a catchment basin or holding pond.

(C) All tanks containing oil should be visually examined by a competent person for condition and need for maintenance on a scheduled periodic basis. Such examination should include the foundation and supports of tanks that are above the surface of the ground.

(D) New and old tank battery installations should, as far as practical, be fail-safe engineered or updated into a fail-safe engineered installation to prevent spills. Consideration should be given to one or more of the following:

(*1*) Adequate tank capacity to assure that a tank will not overfill should a pumper/gauger be delayed in making his regular rounds.

(2) Overflow equalizing lines between tanks so that a full tank can overflow to an adjacent tank.

(3) Adequate vacuum protection to prevent tank collapse during a pipeline run.

(*4*) High level sensors to generate and transmit an alarm signal to the computer where facilities are a part of a computer production control system.

(iv) *Facility transfer operations, oil production facility (onshore).* (A) All above ground valves and pipelines should be examined periodically on a scheduled basis for general condition of items such as flange joints, valve glands and bodies, drip pans, pipeline supports, pumping well polish rod stuffing boxes, bleeder and gauge valves.

(B) Salt water (oil field brine) disposal facilities should be examined often, particularly following a sudden change in atmospheric temperature to detect possible system upsets that could cause an oil discharge.

(C) Production facilities should have a program of flowline maintenance to prevent spills from this source. The program should include periodic examinations, corrosion protection, flowline replacement, and adequate records, as appropriate, for the individual facility.

(6) *Oil drilling and workover facilities (onshore)* (i) Mobile drilling or workover equipment should be positioned or located so as to prevent spilled oil from reaching navigable waters.

(ii) Depending on the location, catchment basins or diversion structures may be necessary to intercept and contain spills of fuel, crude oil, or oily drilling fluids.

(iii) Before drilling below any casing string or during workover operations, a blowout prevention (BOP) assembly and well control system should be installed that is capable of controlling any well head pressure that is expected to be encountered while that BOP assembly is on the well. Casing and BOP installations should be in accordance with State regulatory agency requirements.

(7) *Oil drilling, production, or workover facilities (offshore).* (i) Definition: "An oil drilling, production or workover facility (offshore)" may include all drilling or workover equipment, wells, flowlines, gathering lines, platforms, and auxiliary nontransportation-related equipment and facilities in a single geographical oil or gas field operated by a single operator.

(ii) Oil drainage collection equipment should be used to prevent and control small oil spillage around pumps, glands, valves, flanges, expansion joints, hoses, drain lines, separators, treaters, tanks, and allied equipment. Drains on the facility should be controlled and directed toward a central collection sump or equivalent collection system sufficient to prevent discharges of oil into the navigable waters of the United States. Where drains and sumps are not practicable oil contained in collection equipment should be removed as often as necessary to prevent overflow.

(iii) For facilities employing a sump system, sump and drains should be adequately sized and a spare pump or equivalent method should be available to remove liquid from the sump and assure that oil does not escape. A regular scheduled preventive maintenance inspection and testing program should be employed to assure reliable operation of the liquid removal system and pump start-up device. Redundant automatic sump pumps and control devices may be required on some installations.

(iv) In areas where separators and treaters are equipped with dump valves whose predominant mode of failure is in the closed position and pollution risk is high, the facility should be specially equipped to prevent the escape of oil. This could be accomplished by extending the flare line to a diked area if the separator is near shore, equipping it with a high liquid level sensor that will automatically shut-in wells producing to the separator, parallel redundant dump valves, or other feasible alternatives to prevent oil discharges.

(v) Atmospheric storage or surge tanks should be equipped with high liquid level sensing devices or other acceptable alternatives to prevent oil discharges.

(vi) Pressure tanks should be equipped with high and low pressure sensing devices to activate an alarm and/or control the flow or other acceptable alternatives to prevent oil discharges.

(vii) Tanks should be equipped with suitable corrosion protection.

(viii) A written procedure for inspecting and testing pollution prevention equipment and systems should be prepared and maintained at the facility. Such procedures should be included as part of the SPCC Plan.

(ix) Testing and inspection of the pollution prevention equipment and systems at the facility should be conducted by the owner or operator on a scheduled periodic basis commensurate with the complexity, conditions and circumstances of the facility or other appropriate regulations.

(x) Surface and subsurface well shut-in valves and devices in use at the facility should be sufficiently described to determine method of activation or control, e.g., pressure differential, change in fluid or flow conditions, combination of pressure and flow, manual or remote control mechanisms. Detailed records for each well, while not necessarily part of the plan should be kept by the owner or operator.

(xi) Before drilling below any casing string, and during workover operations a blowout preventer (BOP) assembly and well control system should be installed that is capable of controlling any well-head pressure that is expected to be encountered while that BOP assembly is on the well. Casing and BOP installations should be in accordance with State regulatory agency requirements.

(xii) Extraordinary well control measures should be provided should emergency conditions, including fire, loss of control and other abnormal conditions, occur. The degree of control system redundancy should vary with hazard exposure and probable consequences of failure. It is recommended that surface shut-in systems have redundant or "fail close" valving. Subsurface safety valves may not be needed in producing wells that will not flow but should be installed as required by applicable State regulations.

(xiii) In order that there will be no misunderstanding of joint and separate duties and obligations to perform work in a safe and pollution free manner, written instructions should be prepared by the owner or operator for contractors and subcontractors to follow whenever contract activities include servicing a well or systems appurtenant to a well or pressure vessel. Such instructions and procedures should be maintained at the offshore production facility. Under certain circumstances and conditions such contractor activities may require the presence at the facility of an authorized representative of the owner or operator who would intervene when necessary to prevent a spill event.

(xiv) All manifolds (headers) should be equipped with check valves on individual flowlines.

(xv) If the shut-in well pressure is greater than the working pressure of the flowline and manifold valves up to and including the header valves associated with that individual flowline, the flowline should be equipped with a high pressure sensing device and shutin valve at the wellhead unless provided with a pressure relief system to prevent over pressuring.

(xvi) All pipelines appurtenant to the facility should be protected from corrosion. Methods used, such as protective coatings or cathodic protection, should be discussed.

(xvii) Sub-marine pipelines appurtenant to the facility should be adequately protected against environmental stresses and other activities such as fishing operations.

(xviii) Sub-marine pipelines appurtenant to the facility should be in good

operating condition at all times and inspected on a scheduled periodic basis for failures. Such inspections should be documented and maintained at the facility.

(8) *Inspections and records.* Inspections required by this part should be in accordance with written procedures developed for the facility by the owner or operator. These written procedures and a record of the inspections, signed by the appropriate supervisor or inspector, should be made part of the SPCC Plan and maintained for a period of three years.

(9) *Security (excluding oil production facilities).* (i) All plants handling, processing, and storing oil should be fully fenced, and entrance gates should be locked and/or guarded when the plant is not in production or is unattended.

(ii) The master flow and drain valves and any other valves that will permit direct outward flow of the tank's content to the surface should be securely locked in the closed position when in non-operating or non-standby status.

(iii) The starter control on all oil pumps should be locked in the "off" position or located at a site accessible only to authorized personnel when the pumps are in a non-operating or non-standby status.

(iv) The loading/unloading connections of oil pipelines should be securely capped or blank-flanged when not in service or standby service for an extended time. This security practice should also apply to pipelines that are emptied of liquid content either by draining or by inert gas pressure.

(v) Facility lighting should be commensurate with the type and location of the facility. Consideration should be given to: (A) Discovery of spills occurring during hours of darkness, both by operating personnel, if present, and by non-operating personnel (the general public, local police, etc.) and (B) prevention of spills occurring through acts of vandalism.

(10) *Personnel, training and spill prevention procedures.* (i) Owners or operators are responsible for properly instructing their personnel in the operation and maintenance of equipment to prevent the discharges of oil and applicable pollution control laws, rules and regulations.

(ii) Each applicable facility should have a designated person who is accountable for oil spill prevention and who reports to line management.

(iii) Owners or operators should schedule and conduct spill prevention briefings for their operating personnel at intervals frequent enough to assure adequate understanding of the SPCC Plan for that facility. Such briefings should highlight and describe known spill events or failures, malfunctioning components, and recently developed precautionary measures.

APPENDIX

Memorandum of Understanding between the Secretary of Transportation and the Administrator of the Environmental Protection Agency.

SECTION II—DEFINITIONS

The Environmental Protection Agency and the Department of Transportation agree that for the purposes of Executive Order 11548, the term:

(1) "Non-transportation-related onshore and offshore facilities" means:

(A) Fixed onshore and offshore oil well drilling facilities including all equipment and appurtenances related thereto used in drilling operations for exploratory or development wells, but excluding any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(B) Mobile onshore and offshore oil well drilling platforms, barges, trucks, or other mobile facilities including all equipment and appurtenances related thereto when such mobile facilities are fixed in position for the purpose of drilling operations for exploratory or development wells, but excluding any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(C) Fixed onshore and offshore oil production structures, platforms, derricks, and rigs including all equipment and appurtenances related thereto, as well as completed wells and the wellhead separators, oil separators, and storage facilities used in the production of oil, but excluding any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(D) Mobile onshore and offshore oil production facilities including all equipment and appurtenances related thereto as well as completed wells and wellhead equipment, piping from wellheads to oil separators, oil separators, and storage facilities used in the production of oil when such mobile facilities are fixed in position for the purpose of oil production operations, but excluding any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(E) Oil refining facilities including all equipment and appurtenances related thereto as well as in-plant processing units, storage units, piping, drainage systems and waste treatment units used in the refining of oil, but excluding any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(F) Oil storage facilities including all equipment and appurtenances related thereto as well as fixed bulk plant storage, terminal oil storage facilities, consumer storage, pumps and drainage systems used in the storage of oil, but excluding inline or breakout storage tanks needed for the continuous operation of a pipeline system and any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(G) Industrial, commercial, agricultural or public facilities which use and store oil, but excluding any terminal facility, unit or process integrally associated with the handling or transferring of oil in bulk to or from a vessel.

(H) Waste treatment facilities including in-plant pipelines, effluent discharge lines, and storage tanks, but excluding waste treatment facilities located on vessels and terminal storage tanks and appurtenances for the reception of oily ballast water or tank washings from vessels and associated systems used for off-loading vessels.

(I) Loading racks, transfer hoses, loading arms and other equipment which are appurtenant to a nontransportation-related facility or terminal facility and which are used to transfer oil in bulk to or from highway vehicles or railroad cars.

(J) Highway vehicles and railroad cars which are used for the transport of oil exclusively within the confines of a nontransportation-related facility and which are not intended to transport oil in interstate or intrastate commerce.

(K) Pipeline systems which are used for the transport of oil exclusively within the confines of a nontransportation-related facility or terminal facility and which are not intended to transport oil in interstate or intrastate commerce, but excluding pipeline systems used to transfer oil in bulk to or from a vessel.

(2) "transportation-related onshore and offshore facilities" means:

(A) Onshore and offshore terminal facilities including transfer hoses, loading arms and other equipment and appurtenances used for the purpose of handling or transferring oil in bulk to or from a vessel as well as storage tanks and appurtenances for the reception of oily ballast water or tank washings from vessels, but excluding terminal waste treatment facilities and terminal oil storage facilities.

(B) Transfer hoses, loading arms and other equipment appurtenant to a nontransportation-related facility which is used to transfer oil in bulk to or from a vessel.

(C) Interstate and intrastate onshore and offshore pipeline systems including pumps and appurtenances related thereto as well as in-line or breakout storage tanks needed for the continuous operation of a pipeline system, and pipelines from onshore and offshore oil production facilities, but excluding onshore and offshore piping from wellheads to oil separators and pipelines which are used for the transport of oil exclusively within the confines of a nontransportation-related facility or terminal facility and which are not intended to transport oil in interstate or intrastate commerce or to transfer oil in bulk to or from a vessel.

(D) Highway vehicles and railroad cars which are used for the transport of oil in interstate or intrastate commerce and the equipment and appurtenances related thereto, and equipment used for the fueling of locomotive units, as well as the rights-of-way on which they operate. Excluded are highway vehicles and railroad cars and motive power used exclusively within the confines of a nontransportation-related facility or terminal facility and which are not intended for use in interstate or intrastate commerce.

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ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 19, 1977

Mr. [illegible] G. Humphrey
Plant Manager
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Fuel Oil Tank Replacement
Owens-Illinois Relocation
Columbia Blvd. Intchge. Section
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Project No. I-205-8(42)313

Dear Mr. Humphrey:

Your letter dated April 5, 1977, requested a new fuel oil storage tank be constructed in the new dike enclosure prior to the demolition of the existing tank.

As you know, this was discussed in our last "plans in hand" meeting in our Milwaukie office. We agree with the economics pointed out in your letter. Therefore, our plans are being changed to require the contractor to construct a new fuel oil tank as requested.

Our Specification Section has been in telephone contact with your Roy Smith. I understand that Mr. Smith is sending a rough draft of the necessary specifications which will be included in our project plans and specifications. As soon as we receive your specifications on the tank, we will send you a draft of our specifications for the project for your comments and/or approval.

Yours truly,

Phil G. Preston
Utility Special Studies Engr.

PGP:db

bc: R. L. Schroeder
J. H. Versteeg
J. B. Boyd
J. L. Sollis
John Day

RECEIVED
APR 20 1977
Office of
[illegible]

Form 81-734-3123

OWENS-ILLINOIS

Corporate Technology

April 5, 1977

Mr. J. E. Chidsey
Railroad and Utility Engineer
Railroad and Utility Unit
Right-of-Way Section
Highway Division
Department of Transportation
Room 5, State Highway Building
Salem, Oregon 97310

Dear Jim:

The Portland Plant Engineer has brought to my attention that consumption of the 126M gallons of fuel oil and subsequent replacement following relocation of the tank will impose a penalty of approximately $31,500 on the Plant. This results from the differential value of the stored oil (15¢ per gallon) and the estimated current market value of 40¢ per gallon. Since they have a firm gas contract, they do not anticipate having to consume the stored oil except in case of an emergency.

I am, therefore, requesting that a new storage tank be constructed in the new diked enclosure prior to demolition of the existing tank. This will permit us to transfer the stored oil directly to the new tank thus avoiding the unnecessary $31,500 penalty.

A new 126M gallon tank, including fittings and erection, will cost approximately $43M. The cost penalty for a new tank versus relocation of the existing is less than the fuel cost penalty.

We have considered the alternative of transferring to RR tank cars for temporary storage during the relocation, however storage of the required cars would present a significant problem and would interfere with normal switching activities.

Since you have consistently assured me that the facilities relocation to accommodate the new expressway will impose no cost penalty on Owens-Illinois, I am confident that you will agree with this proposal. I would appreciate your immediate response since we must alter our engineering to accommodate this change.

cc: R. L. Schroeder
J. H. Versteeg
J. B. Boyd
J. L. Sullis
John Day

WGH:jlk

Very truly yours,

W. G. Humphrey
Plant Manager

RECEIVED
APR 14 1977
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

Post Office Box 1035 Toledo, Ohio 43666 (419) 242-6543

1536

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977

Telephone 238-8226

NOTED
H.S.COULTER

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8536

FORM 61.724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 11, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Owens-Illinois Rehabilitation Contract

TO: R. L. Schroeder
Assistant State Highway Engineer

The 1.8 million dollar Owens-Illinois Rehabilitation Project is scheduled for advertisement on May 5 with a May 26, 1977, bid opening. Owens-Illinois and the Union Pacific Railroad are working on a joint agreement. The Highway Division is not a part of this agreement and it should not hold up the advertising of this project on May 5 as scheduled.

The critical part of the contract work is the relocation of the LPG storage and the oil storage facilities. This work must be done during midsummer and all of the major relocation completed by September 30, 1977.

The Chief Engineer for Owens-Illinois is adamant about the November 1 completion date to avoid dragging the work out through the winter. In any event Owens-Illinois must justify any claims for damages that they may incur for not completing any portions of the contract. The November 1, 1977, completion date is not critical so far as the Highway Division is concerned.

I have discussed this project with Adrian Olson, Jim Chidsey and Art Brummitt and they see no problems with carrying out this project as outlined above.

Discussed with Versteeg this date. If we do not advertise on may 5, 1977, this project cannot be completed this year.

JHV:jh

RECEIVED
APR 11 1977
Office of
Assistant State Highway Engineer

4-27-77
Original to Sales

8536

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 8, 1977

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Columbia Blvd. Interchange
(Owen-Illinois Relocation)
East Portland Freeway
Multnomah County

Preliminary plans for the project were reviewed in a meeting at the Milwaukie Region Office, April 4, 1977.

The meeting was attended by:

Marion Craft, Region Construction Engineer, OSHD
S. J. "Bud" Blair, Engineer, Owens-Illinois, Inc.
Jim Chidsey, Railroad and Utility Engineer, OSHD
Phil Preston, Utility Engineer, OSHD
K. D. Limbocker, Metro Design Engineer, OSHD
Fred Yarbrough, Soils Engineer, OSHD
Frank Lowe, Right-Of-Way Section, OSHD
Dan Gano, Region Geologist, OSHD
Paul Barnhart, Resident Engineer, OSHD
Harold Broderik, Assistant Resident Engineer, OSHD
Gary Kennon, Region Utility Engineer, OSHD
Ted Blachly, Bridge Design Section, OSHD
John Day, Specifications Unit, OSHD
Norman Cuno, Designer, OSHD
Fred Eriksen, Design Engineer Supervisor, OSHD

Plan and specification details were discussed as follows:

1. Owens-Illinois easterly access on Marx Street is not necessary for the plan operation, Mr. Blair indicated and it could be closed to facilitate the construction work.

2. Adjustment of the plant water service (Parkrose Water District) was reviewed. The plant is served by two water lines, to insure continuous supply. One line comes in from the south to the east end of the plant, the other comes in from the west along the south side of the plant. The two lines join approximately at the south-east corner of the plant. The line from the south will be relocated. The possibility of installing a new water line along Marx Street was proposed--details of this proposal are being investigated by the Utility personnel.

3. It was suggested that existing water lines should be shown on our plan sheets. A water line relocation should be shown for the building to be moved.

4. The plant has material storage facilities for five days of operation and can readily do without rail service for that length of time.

5. The practicality of relocating the 126,000 gallon fuel oil storage tank was discussed. The tank is full and the oil will either have to be used or stored temporarily to relocate the tank. When the tank is relocated, it would be refilled. It appeared that installing a new tank might be the most economical solution. The Utility Section will investigate the new tank proposal.

6. We were advised that temporary security fencing for the plant will not be required. The plant has security personnel for their protection. The contractor should provide security for his protection.

7. The cost of railroad trackage on U.P.R.R. property (to be constructed by U.P.R.R.) will be included in the project. Mr. Chidsey will provide us with the estimated cost figure.

8. The specifications are to provide for a pre-bid conference.

9. Mr. Lowe advised that the right-of-way acquisition at the east end of Johnson Lake appeared headed for condemnation.

10. Mr. Blair requested a change in the stone surface area for the LPG tanks. We will shift the area to the southwest as requested.

11. It was suggested we add a note on Sheet 3A referring to the O-I drawings.

12. We were advised that Mr. W. G. Humphrey, Project Manager, or Roy Smith, Specification Writer, for O-I should be contacted if there are any questions on their specifications.

13. Mr. Chidsey indicated that Mr. Bob Orr of the U.P.R.R. had reviewed our plans and would be sending us his comments.

FE:az
cc: To All Participants

Verstoeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(-)
UPRR Undercrossings - #9682 & A, 16306
Preliminary Plans Submittal
(Mr. Wallace's 1-28-77 memo)

DATE: April 7, 1977

In reply refer to: 1041BR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

The preliminary plans for this project have been reviewed and are approved subject to the resolution of the Electro-Slag welding requirements listed in FHWA Notice N 5040.23. Please let us know how you intend to resolve this questionable welding procedure.

For G. L. Green

CC:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
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REFER TO
Bridge
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GENERAL FILES

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 28, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER
1

Union Pacific Railroad Undercrossing
"CN" Undercrossing of Union Pacific Railroad
Union Pacific Railroad Detour Structure
East Portland Freeway
Multnomah County
Bridges Nos. 9682, 9682A, 16306

Enclosed are five copies of drawings 31806, 31807, 31808, 31809, 31503, and 28214, which are the preliminary plan and elevations and vicinity maps for the subject structures. The "Foundation Recommendation" for the structures are also enclosed.

The UPRR Undercrossing structure and the "CN" Undercrossing of UPRR structure carry the main line track and a siding track over the I-205 Freeway and adjacent ramps. The detour structure is required to maintain railroad service during construction of the main line structures and allow for a haul route for earth moving equipment.

Steel construction is being used because of the reluctance of Union Pacific Railroad to accept concrete structures as maintenance will be their responsibility. Tight vertical clearance also precludes use of a concrete box structure. Because of this vertical alignment control, a through girder system is required for the "L" line crossing. Box sections are used to provide adequate support to the large flanges required for the heavily loaded long spans. A through girder system was considered for the "CN" structure but the steel stringer-composite concrete ballast slab construction proved more economical. The detour structure will be designed both in timber and steel with the final determination left to the contractor.

The foundation recommendations are for spread footings throughout with the exception of some optional driven piling for the detour structure.

The estimated costs based on approximate quantities and including an allowance for engineering are as follows:

	Bridge No.		Alternate Design
UPRR Undercrossing	9682	$2,555,000 (Thru Girder-Conc. Ballast Trough)	$2,610,000 (Thru Girder No Ballast)
"CN" Undercrossing of UPRR	9682A	407,000 (Stringer Systems)	480,000 (Thru Girder)
Detour Structure	16306	100,000 (Steel)	100,000 (Timber)

At this time there is a request by the Railroad for the addition of an off-track maintenance road structure on the north side of the tracks. This may require an addition to the above proposal if an alternate solution can not be worked out with the Railroad.

This is being sent to you as a preliminary submittal for your approval This proposal will also be sent to the Railroad for their approval as soon as the above item is resolved.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter
L. W. Rulien
W. J. Hart

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Sign

8536

I-205

STATE OF OREGON

INTEROFFICE MEMO

TO: THE FILES

DATE: April 5, 1977

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Detour of Marx Street
I-205 Owens-Illinois Project

The design of the detour for Northeast Marx Street was changed in the Salem Design office. This change may require surfacing of a portion of Northeast 101st Avenue.

This office originally objected to the change and so advised the Salem Design Section.

The plans-in-hand review brought out some additional data which alters my opinion. Due to the revisions within the site, there is a shortage of embankment material which will have to be legally hauled from a borrow site south of Columbia Boulevard. The detour as originally proposed would increase this shortage due to being an embankment section. The increased cost of legally hauled material would offset any surfacing costs. Bud Blair of Owens-Illinois stated this routing was not needed for truck service into the plant and further that this route could be closed during the construction without inconvenience to the plant.

In view of the above, it seems logical to leave the detour as shown on the plans. The need for surfacing, other than gravel cover, should be negoiated with Owens-Illinois.

ja

Versteeg ✓
Olson
Swenson

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81-125-1387

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 31, 1977

In reply refer to: 1041RW

SUBJECT: Oregon Project I-205-7(2)303
Columbia River-Lake Road Section

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Phil G. Preston's letter of March 17, 1977 requests Federal participation in certain costs incurred by Owens-Illinois Glass Company from September, 1966 to October, 1976 in the amount of $14,936.22.

We have reviewed the request and found that there was no advance FHWA authorization of such costs. In addition, an owner's preliminary engineering costs and negotiation costs are not generally compensable in eminent domain. Therefore, we regret to advise you that Federal funds cannot participate in such costs.

G. L. Green

cc:
OSHD (P Preston)
Mathias-2

4-4-77
Copy - Boyd - TAA

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 16, 1977

Salem OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: FILES

SUBJECT: Meeting with Owens-Illinois
Columbia Blvd. Intchge. (Owens-Illinois Relocation) Section
East Portland Freeway
Multnomah County

On March 14, 1977, a meeting was held in the office of Mr. J. B. Boyd, Right of Way Engineer, among Mr. Bud Blair, Will Humphrey, Roy Smith and David Miser, all of Owens-Illinois, Inc., John Day, Duane Christensen, Norm Cuno, Ted Blachly and myself at which time the preliminary plans and specifications prepared by Owens-Illinois for the relocation of their glass plant facilities in the vicinity of N.E. Columbia Blvd. Interchange on the East Portland Freeway were reviewed and discussed. Initially, the various general aspects of the job were reviewed and discussed with several minor points being clarified by both Owens-Illinois and Highway Division personnel. As the meeting progressed, several specific points were identified and agreement reached as to how these various aspects of the project would be handled. Among the points discussed were:

1. It was agreed that a detailed description of the rail service transfer from the existing spur line to the new spur tracks be included in the Special Provisions. It is important that the loss of rail service to Owens-Illinois during this transfer of rail service be kept to a minimum. Mr. Humphrey suggested that the lack of rail service be held to no more than one week. Ted Blachly suggested that the transfer of rail service can be best accomplished by the utilization of the B Line and switching over to the C Line to utilize the old bulk unloading facility would reduce the out-of-service time considerably. This would allow the A Line to be finished after the removal of the existing spur. This concept was agreed to by Owens-Illinois and should be covered fully in the Special Provisions to advise the contractor as to the procedure to be followed.

NOTED
E. S. HUNTER
1

2. Owens-Illinois pointed out that in conformance with the agreement between Owens-Illinois and the Oregon Department of Transportation, Highway Division, all work on the relocation of Owens-Illinois facilities will have to be completed by November 1, 1977. This would be the date included in the Special Provisions as the completion time by the State's contractor for the project.

3. Due to the critical nature of the standby energy facilities, the propane tanks and the fuel oil tank, it is necessary that the relocation of these two facilities be completed prior to any possible curtailment of natural gas supply to Owens-Illinois. With this in mind, the Special Provisions should designate that the propane and fuel oil tanks should be relocated and be in service no later than September 1, 1977.

4. Owens-Illinois discussed the possibility of them being able to reject any bidders on the project which they do not feel qualified. It was pointed out to them that under Oregon Law and Federal Highway Administration Regulations, rejection of bidders cannot be done without good and sufficient cause. A general discussion of the potential contractors who might bid this project was entered into, and Owens-Illinois became satisfied that between the specifications, the on-site inspection, and other aspects they could see no problem presented by any contractor which might bid the project. They then withdrew their request that Owens-Illinois having the option to reject any bidder they felt not qualified.

5. Owens-Illinois suggested that a meeting of all the proposed contractors to bid on the Owens-Illinois facilities be held to review the project and to point out to the proposed bidders some of the salient facts of the project. It was agreed that the Special Provisions will establish such a meeting to be held one week prior to the receipt of bids at the Owens-Illinois plant in northeast Portland. At that time, the Resident Engineer for the Highway Division, the Project Manager for Owens-Illinois, other Owens-Illinois engineering people and Highway personnel will be present to review the project with the proposed contractors, answer any questions they may have and the contractors will have another opportunity for an on-site inspection after they have thoroughly reviewed the plans and specifications. It is felt that a meeting of this type will enable any confustion that exists in the minds of potential contractors to be cleared up prior to the submission of bids.

6. In reviewing the work to be finished up by the Final Design Section, the Bridge Design Section, and the Specification Section and Owens-Illinois Design Facility, it is anticipated that all information will be assembled and all plans and specifications will be complete so that bids can be received by the State Transportation Commission for this project on or before May 26, 1977. It was hoped that the project would be ready for receipt of bids on the April 28 letting, but with the volume of specifications and plans being prepared by Owens-Illinois under their part of the design of the relocation of their facilities, there is not sufficient time existing to prepare the total project for advertising by April 7. This will reduce by 28 days the time available for the contractor to perform the work necessary, and will result in a slight escalation of cost due to the limited time frame. While this is unfortunate, it is necessary due to the complexity of the overall project.

7. From approximately 11 a.m. to about 3 p.m., the specifications as submitted by Owens-Illinois were reviewed. The technical specifications regarding equipment to be supplied, installation of equipment, etc. were not discussed, but the general condition and the general aspects of the specifications were reviewed to determine how they could be dovetailed into standard State Highway specifications for construction projects. John Day felt that he would be able to work all of these specfications together to form a compatible package between the Highway Division's specifications and the requirements of Owens-Illinois.

Owens-Illinois will have a project manager on site for most of the time during the contract phase. At this time, Mr. David Miser is anticipated to be this project manager. He will be available to assist the State's Resident Engineer in interpretation, review and enforcement of Owens-Illinois prepared specifications. I explained to Owens-Illinois that our normal procedure states the State's Resident Engineer is the contact between the State and the contractor. I requested that Mr. Miser work through our Resident Engineer to convey information to the State's contractor so that the contractor would not be confused from whom he is to take instructions and orders. I also advised Owens-Illinois of the preconstruction conference which will be held on this project after

the receipt of bids and award of contract. They were not familiar with the preconstruction conference type of operation but felt that this would be very beneficial from their operational standpoint and were looking forward to it.

The meeting was conclused at approximately 3 p.m. and at that time I thanked the gentlemen from Owens-Illinois for their attendance and in-put into the meeting.

JEC:dmb

cc: E. S. Hunter
R. L. Schroeder
R. N. Bothman
J. B. Boyd
J. L. Sollis
W. J. Hart
R. W. Ellison
J. H. Versteeg
Duane Christensen
Ted Blachly
John Day

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
FOR
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8536

Form 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 17, 1977

FROM: R. W. Ellison
Acting Bridge Engineer

TO:
Mr. Walter Barrie
Chief Council

Attention Mr. Jack Sollis

SUBJECT:

I-205 Uxing of UPRR (Br. 9682)
CN Uxing of UPRR (Br. 9682A)
UPRR Detour Bridge (Br. 16306)
Marine Dr.-Columbia Blvd. Sec.
East Portland Freeway
PUC Application

Enclosed is a completed application for a PUC Permit for the subject projects. Also enclosed are 20 prints each of drawings 31807 through 31809, and 31503 which are plan and elevation drawings and vicinity maps. Copies of these drawings were sent to the Union Pacific Railroad Company on February 8 for their approval and on January 28 to the Federal Highway Administration for their approval.

We have not received approval from either the Railroad or FHWA.

Please make a formal application to PUC for a permit for these structures.

TEA:dh
Enclosures

cc E. S. Hunter
R. N. Bothman
W. J. Hart, Reg. 1
J. Chidsey

NOTED
E. S. HUNTER

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8536

2-10-10

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 18 '77
REFER TO
Coulter
FOR
D/R Sign A-1

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-16-76	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility preparatory work=Task Order #6 by consultant.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility preparatory work
(Parkrose Water District Owens-Illinois Pipeline relocation)
TEC $5,060 - FF $4,667.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 1-31-77, this will confirm verbal authorization by Mr. Christianson of this office to proceed with the work covered by Task Order #6 effective 12-16-76.

Reimbursement of Task Order #6 is at engineer's actual cost plus the pre-determined net fee of, and not to exceed, $660.00 - Fed. funds $608. Maximum reimbursable for these services shall not exceed $4,400 - Federal funds $4,059.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-10-77	E. J. Walsh	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

ROW 18-4

OREGON STATE HIGHWAY DIVISION

RECEIVED
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NOTED
H.S.COULTER

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 31, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

ATTN: C. T. Christianson

Task Order #6
Engineering Service Agreement
Parkrose Water District/CH2M-Hill
Owens-Illinois Pipeline Relocation
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Dear Mr. Green:

Reference is made to your letter of Approval and/or Authorization dated June 30, 1976, which approved an Agreement to Furnish Engineering Services between Parkrose Water District and the consulting engineering firm of CH2M-Hill covering engineering services required in the adjustment of the District's water facilities in conflict with the East Portland Freeway.

Enclosed is a fully executed copy of Task Order #6, a Supplement to the "Agreement to Furnish Engineering Services" between Parkrose Water District and CH2M-Hill, dated June 30, 1976. Task Order #6 covers the Predesign services for the relocation of water service to Owens-Illinois, Inc.

Parkrose Water District does not have sufficient engineering staff to accomplish the engineering work required under TO #6.

Your approval of TO #6 and confirmation of your verbal authorization to proceed with the work as of December 16, 1976 under the provisions of PPM 30-4 and FHPM 6-1-2-2 is requested. Estimated cost to the State for the work covered by TO #6 is $5,060.00.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:dmb
Enclosure

cc: H. S. Coulter
R. N. Bothman
J. B. Boyd (44235)
D. E. Swan
Robert Church
Gary Kennen

Form 81-734-3123

8536

ROW 18-2 12

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 10, 1977

Union Pacific Railroad Company
P.O. Box 8979
Portland OR 97208

ATTN: Mr. R. S. Orr

Union Pacific Railroad
Undercrossing
East Portland Freeway
Multnomah County
R/W File: 49372
Bridge No. 9682

Dear Sir:

In the third paragraph of your letter dated December 16, 1976 regarding the construction of the highway undercrossing of the Kenton Line to accommodate I-205 near Fir, you stated that the structure should be revised to provide for a future off-track road on the north side of the track. This has been reviewed by various sections of the Highway Division and comments have been made regarding this stipulation.

If the off-track road were to be put on the north side of the track, it is felt that this would interfere with the spur into the Owens-Illinois Glass Co. adjacent to the overcrossing structure. As you will recall, the spur into the Owens-Illinois Glass Co. goes off of the north side of your tracks and your off-track maintenance road would have to cross not only the spur but would also tend to be in conflict with the revised spur into the O-I facility. It was my understanding during our previous discussion of this matter that the off-track maintenance road was to be on the south side of the track.

It has also been pointed out that we have never built a structure carrying your railroad anywhere on your lines which has provided for an off-track roadway. It is felt that other access routing can be worked out to your satisfaction which would allow your vehicles to get on to the right of way for maintenance purposes without the necessity of them traversing over the I-205 Freeway on the structure. This would be deferred until such time as you construct the off-track maintenance road.

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JAN 10 1977
Office of
Assistant State Highway Engineer

Our Bride Design Section has reviewed the steps necessary in providing this off-track roadway and they state that the existing structure as proposed carrying the two tracks cannot be widened to provide for a twelve (12) foot roadway. As a result, it would be necessary to build a separate steel stringer structure with a composite concrete deck to provide this twelve (12) foot roadway and an approximate cost to the State of $250,000. It would also be necessary to widen this "CN" undercrossing the same amount for an approximate cost of $60,000. Therefore, the requirement of providing for future off-track road would amount to some $310,000 minimum added to the cost of the freeway. It is our belief that some other solution can be arrived at which will provide you access to your roadway for maintenance purposes at a considerably lesser cost.

The Highway Division feels that in view of the cost of providing the off-track road capabilities, a definite plan and time table for the construction of an off-track maintenance road should be presented to establish the necessity for either the off-track road over the freeway or providing access to your facilities on each side of the freeway.

Please review the above and advise me of any comments you may have.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

bc: R. L. Schroeder
R. W. Ellison
J. H. Versteeg
R. N. Bothman
J. L. Sollis
J. B. Boyd

OWENS-ILLINOIS

8536

1-205

Corporate Technology

January 6, 1977

Mr. J. E. Chidsey, RR & Utility Engineer
Oregon State Highway Division
State Department of Transportation
314 State Highway Building
Salem, Oregon 97310

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JAN 25 1977
ROAD DESIGN SECTION

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Dear Mr. Chidsey:

I am submitting for your review and comment Owens-Illinois' Proposed Site Plan for the Portland Plant Site Alterations for I-205. (Drawing No. A-3539, Sheet CE-1X, Revised 12/22/76.) This drawing represents the general configuration of site alterations acceptable to Owens-Illinois and generally agreed to by OSHD in a meeting on December 3rd.

Also find enclosed an outline of the project scope defining reponsibility for design and preparation of specifications as understood by Owens-Illinois. Please review and advise if discrepencies exist.

We are proceeding with the engineering on those items designated as our responsibility and expect to submit complete drawings and specifications to you by March 1, 1977.

I should point out that our estimate of O-I Engineering charges is $100,000 exclusive of Travel and Expense. This exceeds your estimate of $50,000 stated in the Cost to Cure Report. Our estimate includes $15,000 of previously incurred and documented Oakland Engineering charges which you have agreed to absorb, and $18,000 for a Resident Manager during the construction phase. While these charges may appear excessive in relationship to the construction cost, we must recognize that our work consists primarily of relocations and site work as opposed to installation of new equipment of high value. Let me assure you that our actual Engineering man-hour expenditure will be controlled in the same manner as if we were expending Owens-Illinois' dollars.

We have also reviewed your estimate of the cost of revisions falling within the Owens-Illinois' scope of engineering. This preliminary estimate also differs considerably from the estimate presented in the Cost to Cure Report. A recap of our analysis appears below for your review.

Copies to:
FHWA – Letter & Agmt
RN Bethman " "
JD Beyel " Plans
RW Ellison " "
JM Feirstein "
LE Okeefe " Agmt
Jack Willis " "

RECEIVED
JAN 21 1977
RR & UTILITY ENGR

Post Office Box 1035 Toledo, Ohio 43666 (419) 242-6543

ITEM	COST TO CURE ESTIMATE	O-I ESTIMATE
Oil Tank & dike relocation	$43M	$60M
LPG Tank & appurtances relocation	$48M	$55M
Raw material shed modification	$11M	$11M
Raw material unloading facility - new	$50M	$129M
Relocate Storage Building	$23M	$34M
Natural Gas	$ 1M	$ 2M
Potable Water	$ 2M	$ 5M
Fire Protection	$ 3M	$20M
Sub Total	$181M	$316M
Reimbursement - O-I Engineering	$50M	$100M
TOTAL	$231M	$416M

I have presented these comments on the estimate only to preclude any misunderstandings between O-I and OSHD. It appears to us that the Cost to Cure estimates were understated and this could lead to problems later on.

Also submitted for your review is a sample invoice which we intend to use in our request for Engineering Cost Reimbursement. Our costs will be recorded pursuant to the provisions of the Federal Aid Program Manual, Volume 6, Chapter 1, Section 2, Subsection 2, Paragraph 6d(4) and will be available for inspection by the State of Oregon at all reasonable times. Our current internal billing rate including labor and overhead is $24.50. This consists of department average direct salaries plus an additive of approximately 140% to cover indirect costs and salary additives. It is exclusive of other direct costs such as travel and subsistence which will be billed at cost. It is anticipated this rate will increase by approximately 12% in 1977.

Our Corporate Legal Department has reviewed your draft agreement and has made additions and revisions which I would like you to review and comment on. A copy of our proposed draft is enclosed. I don't believe you will find any deviation from the intent as previously agreed to -- only amplification and clarification.

OWENS ILLINOIS

After you have had sufficient time to review the material submitted with this letter, I would appreciate receiving your response. I visit the West Coast on a monthly basis and would be happy to arrange a visit to Portland for a final review of this project with you and your staff.

I look forward to hearing from you.

Sincerely yours,

OWENS-ILLINOIS, INC.

W. G. Humphrey
Project Manager

sg

enc.

SCOPE & RESPONSIBILITY

DESIGN ENGINEERING & SPECS

	OWENS-ILLINOIS SYSTEMS	OWENS-ILLINOIS FACILITIES	STATE OF OREGON
Fire Protection System - Total		X	
Relocated Water Meter STA		X	Locate
New Oil Pump House	(size)	X	
Dike - Oil Tank		X	
Foundations & Saddles		X	
Concrete (Not Pavement)		X	
Dike Drainage, etc.		X	
Oil System - Total	X		
LPG System - Total	X		
Relocated Structures	X	X	
Electrical & Lighting	X		
Paving - Total			X
Grading - Total			X
Storm Drains			X
Railroad Sidings, Turnouts, etc.			X
Retaining Walls - Total			X
Roads & Access - Total			X
Oil Spill Slab & Drain		Size	X
Pipe Bumpers	Locate	Locate	X
Fences - Total			X
Gas Pipe to Exist. Mtr. STA.			X
Water Pipe to Reloc. Mtr. Pit			X

	SYSTEMS	FACILITIES	STATE OF OREGON
New Batch Unload			
Mechanical (H. Love)		(Co-ord.)	
Structural		X	
Electrical	X		
Fire Protect	X		
Modify Storage Shed			
Structural		X	
Electrical	X		
Fire Protect	X		

8536

FORM 61-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

December 7, 1976

Salem, OR 97310

FROM: J. B. Boyd
Right of Way Engineer

TO: File

SUBJECT: Meeting
Owens-Illinois
Columbia River-Pacific Hwy. Sec.
East Portland Freeway
Multnomah County
Project No.: I-205-7(9)313
File 44235
O-I File Proj. No. 7521.006

Personnel, as indicated on the attached list, met at the Owens-Illinois Plant at 1 PM, December 3, 1976. The meeting was for the purposes of continuing discussions to insure that the project met the projected contract date. The following were the main points:

1. Owens-Illinois had made considerable changes in the proposed plan which saved the State and Federal Government many thousands of dollars. They had worked within their organization to do the following:

a. Remove the necessity for the future track.

b. By the removal of the future track, the gas meters and service area were not disturbed.

c. By not allowing for the future track, the lubrication oil storage facilities were able to remain in their present location.

d. By changes in grades, shortening of walls were instituted throughout the project.

e. Grade changes allowed, less fill to be made.

f. The relocation of the propane tanks and present design will not include a separate siding for the propane service.

2. The agreement is generally satisfactory with Owens-Illinois. They presented us with their cost accounting figures of their past engineering costs over the last eight years. It amounts to approximately $14,000. It is my opinion that this is a just charge and, if at all possible, reimbursement should be made to Owens-Illinois. The efforts that they have accomplished in their engineering staff have, to the present time, saved many, many thousands of dollars in this difficult problem area. We agreed the estimate of cost of engineering to be performed by O-I should use normal estimating methods, and include all known required work. Payment by the State would be on an actual cost basis.

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DEC 8 1976
Office of
Assistant State Highway Engineer

3. In order to accomplish the tight time schedule:

a. Fred Erickson was present and will proceed with all haste to finish the final design of the grading, track work, drainage, parking lots, paving, etc.

b. Ted Blachly was present and he will provide for the changes in wall design and begin design on the walls that are required.

c. Tom Ogee, Union Pacific Railroad, commented on the reversing curves in the vicinity of the small storeroom building which has now been accommodated to remain in the present location. A tangent of 75'-100' between these reversing curves is required. The Owens-Illinois Engineers have prepared a plan which allows the control panels in the raw materials handling shed to remain in position. This will require a reversing curve to serve the long siding in the warehouse. In order to accommodate these reversing curves and the Union Pacific standards, I recommend that whatever necessary be taken off one end of the storage building and replaced on the westerly end in order to gain the room necessary for Owens-Illinois.

4. Mr. Phil Preston has a large assignment in that the main problem facing us now is the resolution of the utilities, gas, water and electricity. He will meet with them next week in order to finalize and firm up the necessary design changes to preserve the utility services to Owens-Illinois.

5. Mr. Ken Limbocker was present and he will do all that is necessary to insure that field information is adequately fed to both Mr. Ted Blachly and to Mr. Fred Erickson for the planning and design phase.

I stressed to all present the importance of insuring that this project receive our highest priority.

Mr. Milner Mead is requested by a copy of this memo to proceed with the finalizing of appraisals on the land to be traded to Owens-Illinois.

JBB:JEC:jr

cc: Bud Blair - O-I Oakland, CA
Harold Gehm - O-I Toledo, Ohio
Bob Orr - UPRR Portland
R. L. Schroeder
R. N. Bothman
Walt Hart
Ed Hardt
Lou Grothaus
Milner Mead: Note last paragraph.
J. E. Chidsey

R. A. Hansen	O-I
K. D. Limbocker	OSHD
Louis Grothaus	OSHD
Tom Ogee	UPRR
Ted Blachly	OSHD (Bridge)
Phil Preston	OSHD
Norm Cuno	OSHD (Design)
Jim Chidsey	OSHD-RR & Utility Engr.
Fred Ericksen	OSHD-Design Team Supervisor
Gene St. Clair	OSHD - R/W
H. M. Gehm	O-I
J. B. Boyd	OSHD
Bud Blair	O-I
Doug Cannoy	O-I

8536

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 16, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon I-205-7(9)313
East Portland Freeway
Owens-Illinois Glass Co.
File 44325

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The draft agreement between OSHD and Owens-Illinois has been reviewed as requested by Mr. Preston in his letter of November 1, 1976. The section on engineering charges should be modified to actually contain the wording of paragraph 6d(4) of FHPM 6-1-2-2 rather than including by reference. The agreement should state which personnel are to be used and what rates are being reimbursed (supportable by company records) with an estimated maximum. It should also be clear that no fee or profit is involved. These provisions should also apply to the inspector and/or engineer on the job during construction.

The agreement is approved subject to these provisions.

We have also reviewed the cost to cure study prepared by Messrs. R.W. Ellison and A. T. Blachly and we are in agreement with the cost to cure concept as applied to the acquisition from this property. In as much as the study is, in effect, an appraisal of the damages to the property, it should be processed through the State's normal appraisal review procedure in order to determine if the data submitted is reasonable.

It is understood we will have the opportunity to review the construction PS&E prior to award of any contract.

W. Green

G. L. Green

cc:
J. B. Boyd
Milner Mead
Phil Preston

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NOV 18 1976
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

11-18-76
Copy to Ellison

8536 10-76

I-205
EAST PORTLAND FREEWAY
OWENS - ILLINOIS FACILITY

COST TO CURE

PREPARED BY

R. W. ELLISON, PE

AND

A. T. BLACHLY, PE

BRIDGE SECTION

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION

OCTOBER 1976

I-205 E. Portland Freeway
Owens-Illinois Facility
Cost to Cure

Synopsis

After five years' of negotiations, a plan for relocation of facilities at the Ownes-Illinois container manufacturing plant to allow construction of the I-205 freeway has been tentatively agreed to by the interested parties. The plan, proposed by Owens-Illinois and concurred in by UPRR and OSHD, would replace the existing railroad spur track which now approaches the Owens-Illinois plant from the east (the area to be occupied by the East Portland Freeway (I-205)) with a spur serving the plant from the west. The proposal also provides for replacement of the O-I easterly access road (to be cut off by freeway construction), for exchange of property to accommodate the revised railroad spur and for relocation of certain plant facilities necessitated by the railroad spur relocation. OSHD, UPRR and O-I have agreed to cooperate in scheduling relocation work to permit uninterrupted glass manufacturing operations and make the needed freeway right of way available at an early date. The estimated cost of the relocation is $1,500,000.

All earlier proposals for relocation of the railroad spur were unacceptable to either Owens-Illinois or UPRR from an operations standpoint or were deemed excessively costly by OSHD.

One remaining alternate to the proposed plan is for the OSHD to simply buy the right of way required from Owens-Illinois and reimburse them for making their own rearrangements. It is felt that this would lead to higher costs for land acquisition for Owens-Illinois, and thus for the State, and would also impose delays on freeway construction.

A final alternate would be for the OSHD to entirely buy out Owens-Illinois' $40 million facility. This would no doubt produce damages in addition to the cost of the facility and would delay freeway construction.

In view of the unacceptability of all previously proposed plans and the high cost of remaining alternates, it appears that the plan currently proposed by Owens-Illinois is the most equitable solution for all parties and the most economical one for the OSHD.

I-205 E. Portland Freeway
Owens-Illinois Facility
Cost to Cure

GENERAL

The alignment of the proposed I-205 Freeway through northeast Portland is such that it takes some of the property of the Owens-Illinois glass container manufacturing and warehousing facility. This facility, valued at approximately $40 million, is Owens-Illinois' only Northwest facility for the manufacture and warehousing of glass containers. Production of this facility has grown steadily since it was installed in 1955. Manufacturing and warehousing areas have been increased accordingly and continuing growth will require additional expansion. The property being taken includes a part of the railroad spur serving the facility, and the facility's access road to the east. An acceptable solution must replace the railroad spur and the easterly access road, must not significantly reduce the land available to Owens-Illinois for future expansion, and must not interfere with production by Owens-Illinois.

Negotiations for relocation of the spur have continued for over five years (see Appendix A for Mr. Chidsey's (OSHD) Narrative Report dated Sept. 20, 1976 and Appendix B, Mr. Blair's (O-I) letter of the same date). During that period, various plans have been presented, analyzed and rejected by one or the other of the parties of interest (Owens-Illinois, UPRR, or OSHD). In 1972, Clark & Groff, Consulting Engineers, made a report entitled, "Owens-Illinois Plant Railroad Spur Study". All of the plans outlined in that report were also rejected. In general, the reasons

for rejecting all previously proposed plans were: 1. Inadequate service to Owens-Illinois; 2. Switching procedures not acceptable to Union Pacific Railroad, and; 3. Costs unacceptable to the Oregon State Highway Division.

Recently, Owens-Illinois presented a relocation plan which has the tentative approval of all parties concerned. It would replace the present spur track, which leaves the main line east of the plant, with a spur which would leave the main line near the west end of the plant. The plan also provides for a northeasterly access road, compensatory land area acquired by the State from a third party and the relocation of facilities disrupted by these changes. Owens-Illinois has indicated that they will cooperate in a schedule of moving facilities so as to prevent delays to highway construction and avoid damage claims by Owens-Illinois because of relocation. The estimated cost of this proposed relocation plan is $1,500,000.

One alternate to this proposed plan would be to take the required right of way from Owens-Illinois and let them make their own arrangements for relocating the railroad spur, including land acquisition. Since they do not have the right of eminent domain, they might not be able to acquire the land required for the spur at a fair value or in time to permit construction of the spur without delay to freeway construction. Under this alternate the costs associated with relocating the spur and other affected facilities can be assumed to be the same as for the proposed plan with the exception of acquisition of the required

property. The cost of that property to Owens-Illinois and the damages that would be incurred by interruption of Owens-Illinois' production are unpredictable. They are, however, likely to be high and the State would be required to pay these expenses. Delay to construction of the freeway while Owens-Illinois negotiated and relocated would also increase project cost due to the effects of inflation. The total cost to State would thereby be considerably greater than the cost of the relocation plan proposed by Owens-Illinois.

A final alternate would be to buy out Owens-Illinois' facility entirely and let them make arrangements to relocate in another area. The estimated cost of approximately $40 million for the facility, plus damages to Owens-Illinois while relocating, plus the cost of delay to freeway construction make this proposal many times more costly than the relocation plan proposed by Owens-Illinois.

Since all previous relocation plans have been rejected by one or more of the parties of interest, the relocation plan presently prepared by Owens-Illinois or the alternates described are the only solutions available.

In view of the above, it appears that the plan proposed by Owens-Illinois is the most equitable to all parties concerned. It is obviously the most economical solution for the Oregon State Highway Division.

FREEWAY IMPINGEMENT ON OWENS-ILLINOIS' FACILITY

Ownes-Illinois, Inc., Parkrose, Oregon, glass container manufacturing plant is located on the northeast outskirts of the City of Portland (Figs. 1 and 4). It lies immediately west of the proposed East Portland Freeway (I-205) and two portions of its property will be required for freeway purposes (Figs. 2, 3 and 5). These two parcels contain a portion of the plant's present easterly access road and a portion of the railroad spur now serving the plant. Both an easterly road and a railroad spur are necessary for the efficient operation of the plant. The takings will also reduce the land available for plant operations and, if not replaced, will place a restraint on future expansion of the facility.

RECOMMENDED PLAN TO CURE

Owens-Illinois has proposed, and both the Union Pacific Railroad and OSHD have tentatively agreed to, a relocation plan the main points of which are shown in Figs. 3 and 5.

The present railroad spur leaves the main line east of the Owens-Illinois plant in order to provide service to the east end of the plant. The proposed plan revises the point where the spur leaves the main line to a location near the west end of the Owens-Illinois plant. This location is immediately east of the present structure over Columbia Blvd. and does not require revisions to that structure. The relocated spur will consist of two tracks, spurs "A" and "C", running east on a descending grade (along the south side of the plant) to the east end of the plant. (See Figure 10)

At that point the tracks will turn northerly and run through the present location of the Owens-Illinois fuel oil tank and on across property presently owned by North Pacific Lumber Co. A portion of the present spur track (from Owens-Illinois warehouse) will be retained and relocated east of the east end of Owens-Illinois' furnace and forming building as necessary to join Spur "C". Spur "A" will be built on a moderate grade which will permit moving railroad cars through the relocated raw materials unloading facility (3R) without a locomotive or tractor. This grade will be similar to that at the present raw materials unloading facility. The grade for Spur "C" must be greater than that for Spur "A" to enable it to match the relocated existing spur. The layout is such that a third spur can be located between Spurs "A" and "C" at some future date. Because of the difference in elevation between the railroad main line tracks and the ground around the plant, two retaining walls (X & Y) will be required as shown on Fig. 3. A third wall (Z) will be required between the ends of the new spurs and the proposed service road. Spur "D" is provided to serve the relocated LPG storage tanks (2R) .

The rather elaborate system of spur tracks which is proposed (approximately 4600 feet) to replace the present relatively short, single-track spur (approximately 1000 feet) may appear to be an over-compensation and an unwarranted benefit to Owens-Illinois. This is not so because much of the trackage required is dictated by the switching operations required.

Each train or locomotive movement during switching operations takes time and time is, of course, money as far as the Railroad is concerned. The Railroad would like to keep the existing spur layout if at all possible. The layout of plant and facilities relative to the existing spur makes for a very efficient car-handling procedure. It allows switching of cars in and out with a minimum of shuffling back and forth. Because of this efficiency, the present spur layout is the one most desired by the Railroad and they would like to keep it in operation. Since this is not possible, they will accept the layout which they believe represents the least amount of switching time to them. Although the proposed layout will nearly double the switching movements required when compared to the existing spur, it represents fewer movements than any other layout possible and is, therefore, the layout required by the Railroad.

Because of direction of approach of the proposed spur and the relatively dispersed locations of the warehouse, LPG tanks and the raw material unloading facility, increased trackage is necessary to allow handling of cars without excessive shuffling back and forth. It is the Railroad Company's opinion that the trackage layout for the proposed spur is necessary to allow them to operate as efficiently as possible under the circumstances, and they will not approve a plan with less trackage.

A layout using only one spur track along the south side of the O-I building is possible, but it requires additional movements by the

Railroad along the single track during switching operations. As far as the Railroad is concerned, these extra movements are the straw that breaks the camel's back and they will not accept such a layout.

Appendix "D" details rail car movements required when using the existing spur, when using the proposed spur, and when using a spur with less track than proposed. A study of these movements points out the efficiency of the present spur layout compared to the proposed layout and a modification of the proposed. It is readily seen that the proposed layout requires much more shuffling or lost motion than the present layout. It is also apparent that a layout with less trackage than proposed increases the amount of lost motion required. The Railroad has made extensive studies of track layout to provide a relocated spur for Owens-Illinois and has determined that the proposed layout requires much more wasted effort than the present spur but requires the least such movement of any layout possible under the circumstances. Because of this, the increase in track length, over that of the present spur, is justifiable.

The alignment of the proposed I-205 freeway cuts through the property of North Pacific Lumber Co., immediately east of the Owens-Illinois property, leaving two disconnected parcels, one on either side of the freeway (see Figs. 2 and 3). It has been determined that the parcel on the east side of the freeway will be needed for a highway maintenance station. The remaining parcel on the west side will

provide the land required for relocation of the Owens-Illinois spur track and to compensate Owens-Illinois for loss of usable land. This parcel and an additional parcel required for the railroad spurs north of Owens-Illinois' present east service road are shown in Fig. 3 (labeled as "Property from State of Oregon to Owens-Illinois). Owens-Illinois is willing to accept these two parcels of property in exchange for the two parcels of their property which are required for freeway right of way. The area of property taken from Owens-Illinois is about the same as that which they will receive in exchange.

The proposed railroad spur relocation and right of way taking will require relocation of the following facilities identified in Fig. 3 by numbers in circles:

① Fuel oil storage tank and dike (see Fig. 6A)

② LPG storage tanks (see Figs. 7 and 7D)

④ Storage building (see Fig. 9)

⑤ Natural gas meters and valves (see Fig. 6B)

⑥ LPG unloading facility and mobile equipment service station (see Figs. 7A and 7B)

⑦ 10,000 gallon lubricating oil tank

The present raw materials unloading facility (③ in Fig. 3, also see Fig. 8) is to be widened to accommodate the spur track realignment. After all of the relocations required by this plan are completed, the present unloading facility will be used to unload material delivered by truck. Raw materials from rail cars will be unloaded in a new unloading facility (③R in Fig. 3) on Spur"A".

The present easterly service road is to be replaced by a service road connecting to a frontage road on the westerly side of the proposed freeway as shown in Figures 2 and 3.

Underground systems for potable water and fire protection will also need to be revised.

PROPOSED SCHEDULE

The interested parties have agreed to cooperate in scheduling their actions so that this plan can be carried through during the summer months of 1977 without interrupting production at the Owens-Illinois plant. The summer scheduling is necessary because of Owens-Illinois' fuel arrangements. Their normal fuel for all purposes is natural gas, which is provided on an interruptable basis. The interruptions occur in the winter when non-interruptable demand is high. At such times, Owens-Illinois uses fuel oil to fire its furnaces and LPG for other energy needs. Because of this, they cannot permit relocation of these facilities to occur during the winter period. Owens-Illinois has agreed that the proposed summer scheduling will eliminate the need for payment of damages to them by OSHD because of relocation activities. Such scheduling will require that the needed right of way be available at the earliest date possible. In accord with the proposed schedule, a contract for the relocation work should be awarded in May 1977 and work should be completed not later than October 1, 1977 (see Appendices "A" and "B"). The proposed plan calls for the following sequence of events:

1. OSHD and Owens-Illinois complete necessary agreement.
2. Owens-Illinois and UPRR complete necessary agreement.
3. OSHD acquires required land from North Pacific Lumber Co.

4. OSHD acquires required land from Owens-Illinois.

5. Owens-Illinois provides OSHD with drawings showing spur track layout and revisions to buildings, systems and facilities affected by the proposed plan.

6. OSHD arranges for relocating utilities.

   a. Public water supply meters, valves, piping, et cetera.

   b. Natural gas meters, valves, piping, et cetera. Owens-Illinois will operate on fuel oil and LPG during the switch-over from existing gas meter to relocated meters.

7. OSHD prepares contract plans and specifications for the new spur tracks and the relocated easterly access road. This includes earthwork, retaining walls, trackage, switches, bumpers, paving and miscellaneous allied work.

8. Owens-Illinois prepares contract drawings and specifications for installation, construction or alteration of all other buildings, systems or facilities affected by the proposed plan. These include but are not limited to:

   Relocation of existing LPG (propane) system.

   Relocation of existing fuel oil storage system.

   New containment dike (or wall) around relocated fuel oil tank.

   Extension of existing underground raw materials unloading system.

   New aboveground structure for unloading raw materials from railroad car.

Widening the existing unloading shed to permit realignment of spur into warehouse area.

Relocation (or new construction) of 40' x 100' (±) storage building.

Revision of underground fire protection water system as required by other elements of this plan.

Necessary items incidental to the above items.

9. March 1, 1977, the above actions must all be completed.
10. March 1, 1977, OSHD begins processing contract documents as required to let a contract. Includes: processing bid documents into proper form, advertising for bids, receiving bids.
11. May 12, 1977, OSHD receives bids for all relocation and construction work (both that designed by OSHD and that designed by Owens-Illinois).
12. May 19, 1977, OSHD awards contract for all relocation and construction work.
13. Owens-Illinois appoints an engineer as its on-the-job representative.
14. Owens-Illinois will have one LPG tank empty to allow its relocation as soon as possible. After it is relocated, this tank will supply LPG for the plant while the other tanks are moved. This will allow an uninterrupted supply of LPG for plant use.

15. Owens-Illinois will use up fuel oil in a timely manner so that the oil tank will be empty and available for moving at an appropriate time in the construction sequence.
16. October 1, 1977, all relocation work should be completed.
17. October 1, 1977 all necessary work by Railroad Company should be completed. This arranged for by Owens-Illinois.
18. OSHD will remunerate Owens-Illinois for engineering expenses incurred in the project.
19. OSHD will deed property to Owens-Illinois.

NET BENEFIT TO OWENS-ILLINOIS

The proposed plan calls for the exchange of approximately two acres of Owens-Illinois land in two parcels for approximately two acres of land in two parcels to be acquired by the OSHD and transferred to Owens-Illinois. Owens-Illinois gains the advantages of a more compact and versatile total property. On the other hand, the new access road from the northeast may be somewhat less convenient than the present road from the east.

The storage building which must be moved, now appears to be in its most convenient location. A change of location will probably increase the moving distance for materials stored within it.

The new positions of the oil and LPG tanks will probably not provide either advantages or disadvantages except for a slightly higher maintenance obligation due to the increased length of the supply lines.

The raw materials unloading facility modification could result in greater flexibility and possibly greater capacity than exists at present. This would result from the requirements for maintaining continuous operation of the plant during the period of change-over. At the same time, Owens-Illinois would acquire greater maintenance obligation. There appears to be little net advantage to Owens-Illinois from the proposed modification to the raw materials unloading facilities.

The railroad spur is the principal item in the proposed plan. It replaces approximately 660 feet of spur track on Owens-Illinois' property and 280 feet of available track on UPRR right of way with approximately 3,800 feet of track on their property and an additional 800 feet on UPRR property. This new track and the retaining walls required by it will occupy a considerable amount of land which might be used for other purposes. However, the new track represents valuable storage capacity for rail cars needed by Owens-Illinois and makes possible the handling of more raw materials and finished products than would be possible with the present railroad spur. Some of this storage area will not be available to Owens-Illinois because of the open track required by UPRR to accomplish their necessary switching movements. Such additional track is a requirement of UPRR in order to minimize the number of switching movements necessary and was a requirement of UPRR prior to approving the proposed spur layout. Minimization of switching movements also reduces Owens-Illinois' potential liability for railroad switching charges. These items

represent a benefit to Owens-Illinois over its present situation. There appears, however, to be no less expensive alternate which would be satisfactory to the UPRR and not produce a net disadvantage to Owens-Illinois over its present condition. The additional trackage is therefore considered justified.

Owens-Illinois' Proposal

ESTIMATE OF COST

ROW to be acquired from O-I by OSHD	no cost
Property to be acquired by OSHD for O-I use*	$ 73,000
RR track and appurtenances	324,000
Grading, paving and fencing	360,000
Retaining walls**	390,000
Oil tank and dike relocation	43,000
LPG tank and appurtenances relocation*	48,000
Raw materials unloading shed modification*	11,000
Raw materials unloading facility, new+	150,000
Storage building*	23,000
Lubricating oil tank relocation	10,000
Natural Gas facilities relocation	1,000
Potable water supply revisions	2,000
Fire protection water system revisions	3,000
Reimbursement of O-I for engineering costs*	50,000
TOTAL	$1,488,000

*Based on estimates by OSHD appraiser dated October 10, 1976

+Based on Owens-Illinois' Estimate

**Based on OSHD Bridge Section Estimate

Owens-Illinois Cure Self

ESTIMATE OF COST

ROW to be acquired from O-I by OSHD*	$ 72,000
Property to be acquired from others by O-I*	73,000 Ⓐ
RR track and appurtenances	324,000
Grading, paving and fencing	360,000
Retaining walls**	390,000
Oil tank and dike, new*	59,000
LPG tank and appurtenances, new*	89,000
Raw materials unloading shed modification*	11,000
Raw materials unloading facility, new+	150,000
Storage building*	23,000
Lubricating oil tank relocation	10,000
Natural Gas facilities relocation	1,000
Potable water supply revisions	2,000
Fire protection water system revisions	3,000
Reimbursement of O-I for engineering costs	50,000
TOTAL	$1,617,000

*Based on estimates by OSHD appraiser dated October 20, 1976

+Based on Owens-Illinois Estimate

**Based on OSHD Bridge Section Estimate

Ⓐ Appraised value. Probably low price for unwilling seller.

PRELIMINARY ESTIMATE

Grading, Paving and Fencing

Item	Quantity	Unit	Price	Cost
Clearing, Grubbing & Pavement Removal		Lump Sum		1,000
Embankment in Place	48,500	Cu. Yd.	4.00	194,000
General Excavation	2,000	Cu. Yd.	2.50	5,000
Structure Excavation	3,300	Cu. Yd.	10.00	33,000
1"-0 Aggregate Base	3,500	Tons	4.57	16,000
Class "B" A.C. Mixture	650	Tons	10.75	7,000
8" Drain Pipe	1,800	Lin. Ft.	5.00	9,000
Other Drainage Items				4,000
CL-4 Chain Link Fence	1,700	Lin. Ft.	8.80	15,000
6' Chain Link Fence	2,500	Lin. Ft.	6.00	15,000
4'x6' Double Gate	4	Each	250.00	1,000
			Net Total	$300,000
+ Engineering & Contingencies 20%				60,000
			Total	$360,000

Railroad Track and Appurtenances

Railroad Tracks (on R.R. R/W)	1,000'	Lin. Ft.	36.00	36,000
Railroad Tracks (on O-I R/W)	3,200'	Lin. Ft.	45.00	144,000
Turnout #7	4	Each	11,500	46,000
Turnout #10	2	Each	17,000	34,000
Other Railroad Items (Bumping Posts, Etc.)				10,000
			Net Total	$270,000
Engineering and Contingencies 20%				54,000
			Total	$324,000

Quantities and prices are from
Paul Hailey, Res. Engr., OSHD

PRELIMINARY ESTIMATE

Retaining Walls

	Quantity	Unit Cost	Cost	
Wall X				
Structural Excavation	3,600 c.y.	$10.00	$ 36,000	
Class 3300 Concrete	754 c.y.	155.00	117,000	
Metal Reinforcement	75,000 lbs.	.32	24,000	
				$177,000
Wall Y				
Structural Excavation	2,300 c.y.	10.00	$ 23,000	
Class 3300 Concrete	455 c.y.	155.00	71,000	
Metal Reinforcement	45,000 lbs.	.32	15,000	
				109,000
Wall Z				
Structural Excavation	900 c.y.	10.00	$ 9,000	
Class 3300 Concrete	155 c.y.	155.00	24,000	
Metal Reinforcement	22,000 lbs.	.32	7,000	
				40,000
		Net Total		$326,000
		Engineering & Contingencies 20%		65,000
		Total		$391,000

Quantities and prices are from
Bridge Design Section, OSHD

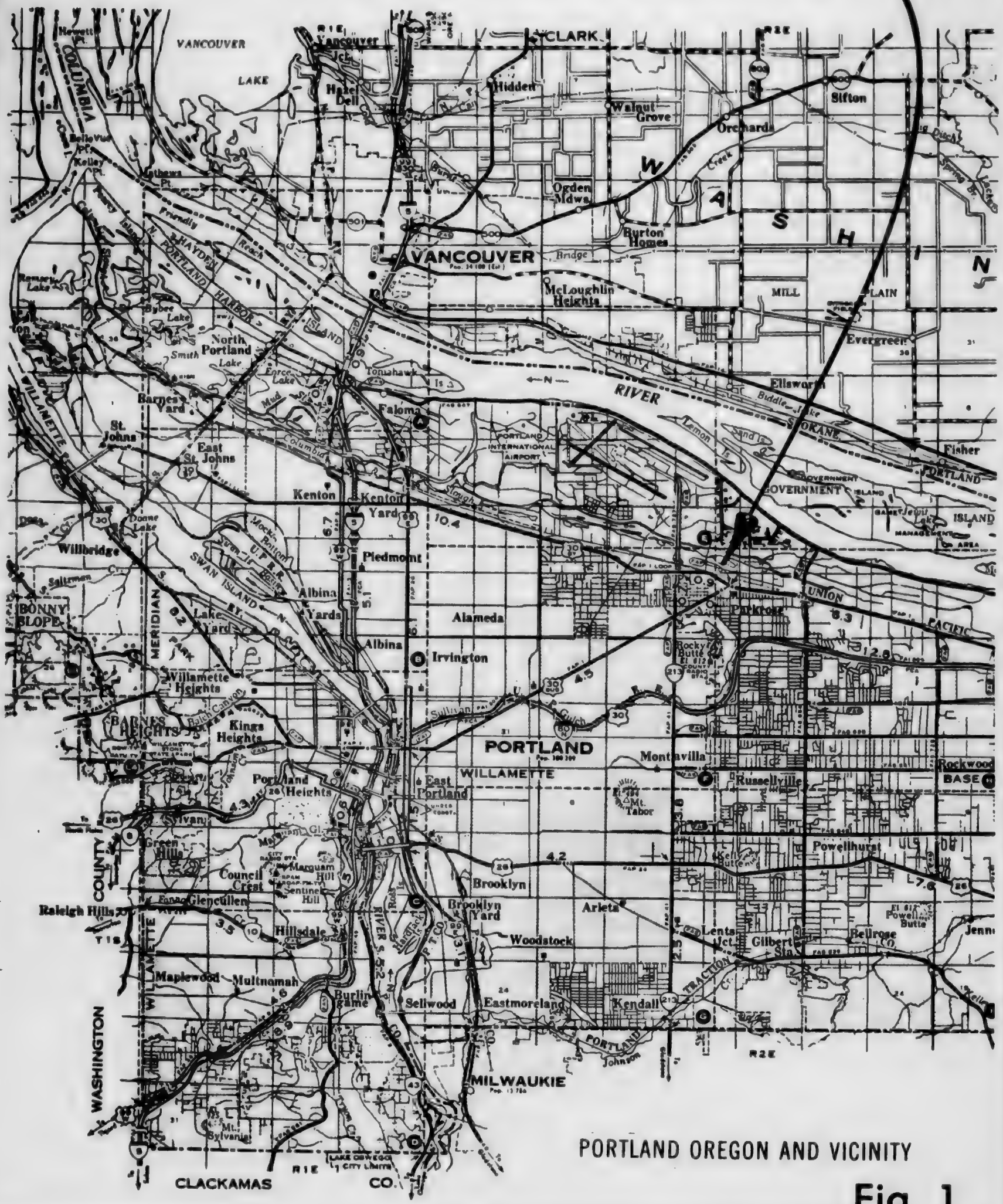
PRELIMINARY ESTIMATE

Relocating Facilities

Provide New Building on new site		
New metal building on site with New Floor Slab	$19,000	
Engineering & Contingencies 20%	4,000	
Total		$23,000
Move Oil Tank to new site		
Relocate tank, etc. (Appendix D)	$25,000	
Containment berm with oil-resistant liner	11,000	
	$36,000	
Engineering & Contingencies 20%	7,000	
Total		$43,000
Provide New Oil Tank on new site		
New tank, etc. (Appendix D)	$38,000	
Containment berm with oil-resistant liner	11,000	
	$49,000	
Engineering & Contingencies 20%	10,000	
Total		$59,000
Move LPG Tanks to new site		
Move Service Station	$ 4,000	
Relocate tanks, etc. (Appendix D)	36,000	
	$40,000	
Engineering & Contingencies 20%	8,000	
Total		$48,000
New LPG Tanks on new site		
New Service Station	$ 6,000	
New tanks, etc. (Appendix D)	68,000	
	$74,000	
Engineering & Contingencies	15,000	
Total		$89,000
New Materials Unloading Shed		
New with Appurtenances:		
1972 Cost (See Owens-Illinois letter 8/24/72, Appendix E) $105,225		
1977 Cost (7% annual inflation rate) $105,225 $(1.07)^5$	$150,000	
		$150,000
Materials Unloading Shed, Revise Existing		
Revise Shed	$ 2,000	
Wiring	3,000	
Hopper	4,000	
	$ 9,000 x 1.2 =	$ 11,000

Based on estimates by OSHD appraiser dated October 20, 1976 (Appendix C), except as noted.

OWENS-ILLINOIS FACILITY



PORTLAND OREGON AND VICINITY

Fig. 1

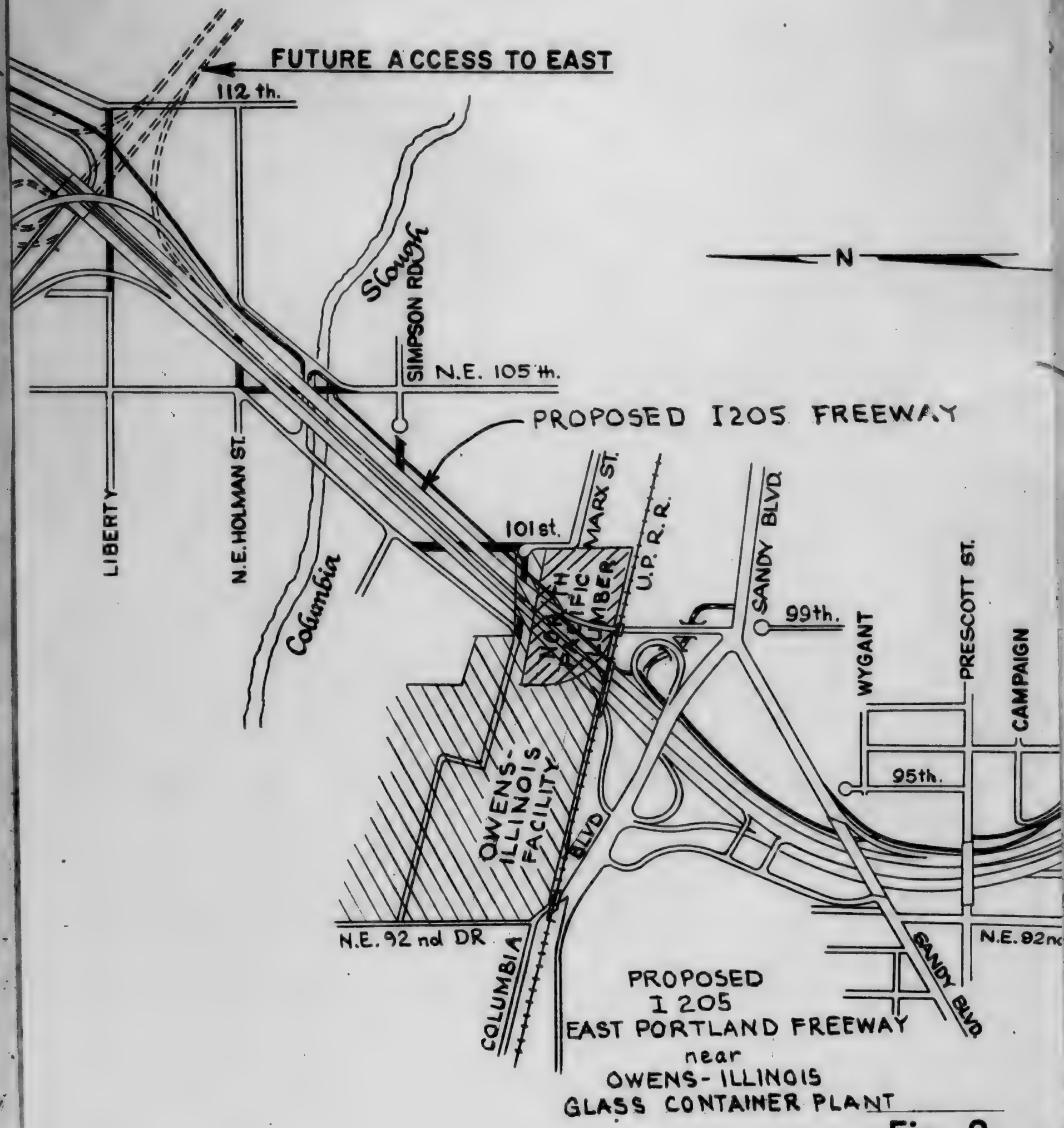

FUTURE ACCESS TO EAST
112 th.
Slough
SIMPSON RD.
N.E. 105 th.
N
PROPOSED I205 FREEWAY
LIBERTY
N.E. HOLMAN ST.
Columbia
101st.
MARX ST.
U.P. R.R.
SANDY BLVD
99th.
WYGANT
PRESCOTT ST.
CAMPAIGN
95th.
OWENS-ILLINOIS FACILITY
BLVD
N.E. 92 nd DR
COLUMBIA
SANDY BLVD
N.E. 92nd
PROPOSED
I 205
EAST PORTLAND FREEWAY
near
OWENS-ILLINOIS
GLASS CONTAINER PLANT

Fig. 2

PRIVATE OWENS - ILLINOIS SERVICE

OLD SITE	NEW SITE	FACILITIES TO BE RELOCATED
①	①R	FUEL OIL STORAGE TANK AND DIKE
②	②R	LPG STORAGE TANKS
③	③R	RAW MATERIALS UNLOADING FACILITY
④	④R	STORAGE BUILDING
⑤		NATURAL GAS METERS AND VALVES
⑥	⑥R	LPG UNLOADING & EQUIPMENT SERVICING ST
⑦	⑦R	UNDERGROUND LUBRICATING OIL TANK

WAREHOUSE

OWENS

WAREHOUSE

N.E. 92ND DRIVE

0 50 100 200

SCALE, FEET

N.E. COLUMBIA BLVD.

UNION

ERVICE ROAD

ED

LITY

S

NCING STATION

K

SE

NS - ILLINOIS

USE

OIL TRUCK TURNAROUND

PARKING

PARKING

PLANT

FURNACE & FORMING BUILDING

PROPOSED RETAINING WALL 'X'

PROPOSED SPUR 'C'

PROPOSED RETAINING WALL Y

PROPOSED SPUR "A"

PACIFIC

4

5

3

3R

OWENS-ILLINOIS PROPERTY LINE

PROPOSED SERVICE ROAD

PROP. RET. WALL "Z"

PROP. SPUR "D"

SPUR "C"

SPUR "A"

EXISTING

OWENS-ILLINOIS SERVICE ROAD

NORTH PACIFIC LUMBER CO

PROPOSED RIGHT OF WAY

EXISTING SPUR, TO BE REMOVED

PROPER
ILLINOIS

PROPER
OREGON

I 2
EAST PORT
OWENS-I
COST

PROP. RET. WALL 'Z'

OAD

SPUR "D"
SPUR "C"
SPUR "A"

OWENS-ILLINOIS SERVICE ROAD

CIFIC LUMBER CO.

N.E. MARX ST.

N.E. 101ST AVE.

PROPERTY FROM OWENS-ILLINOIS TO STATE OF OREGON

PROPERTY FROM STATE OF OREGON TO OWENS-ILLINOIS

EXISTING SPUR, TO BE REMOVED

I205
EAST PORTLAND FREEWAY
OWENS-ILLINOIS FACILITY
COST TO CURE

RAILROAD

AB OCT. 1976

Fig. 3

OWENS-ILLINOIS FACILITY
AND
NORTH PACIFIC LUMBER CO.
AERIAL PHOTOGRAPH MARCH 1972

Fig. 4

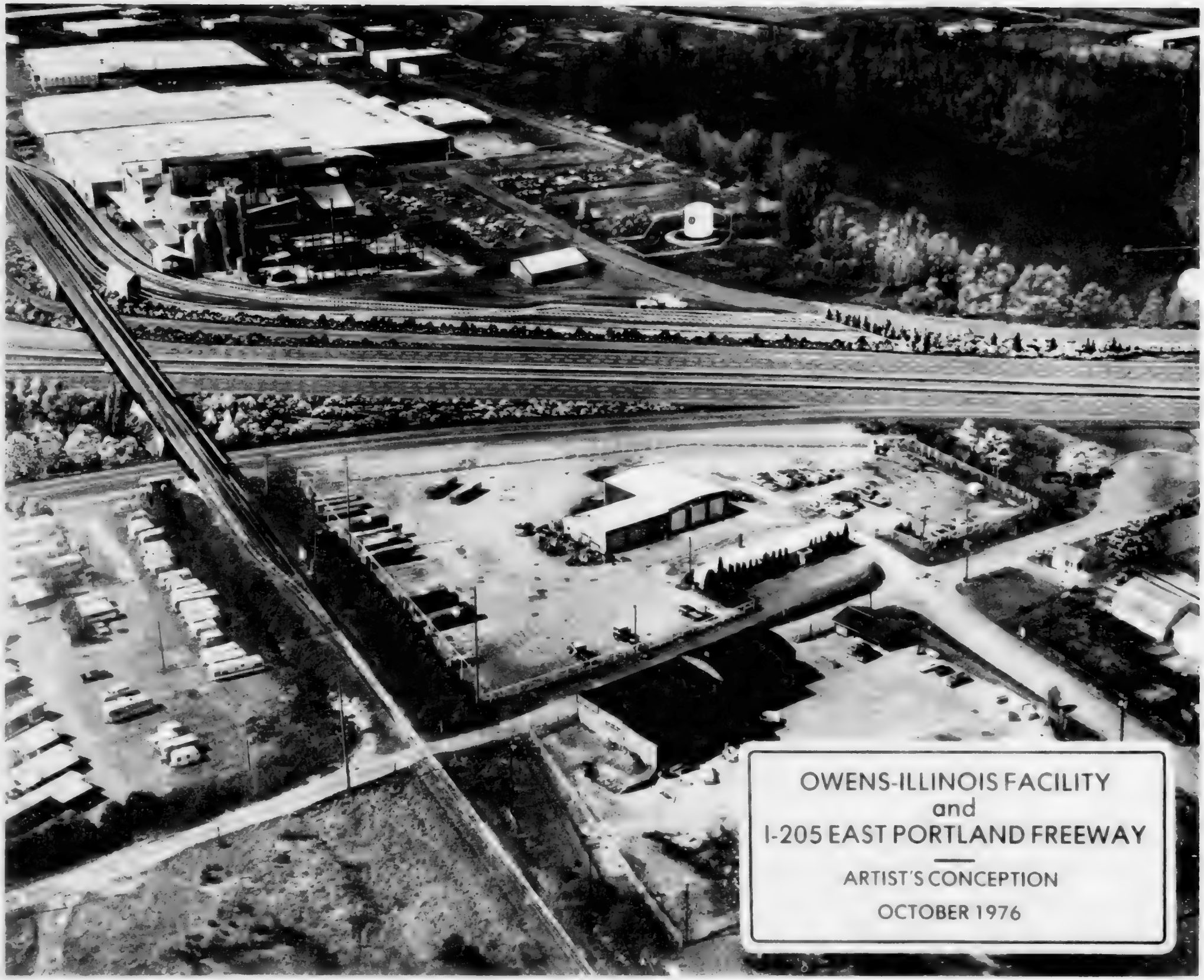
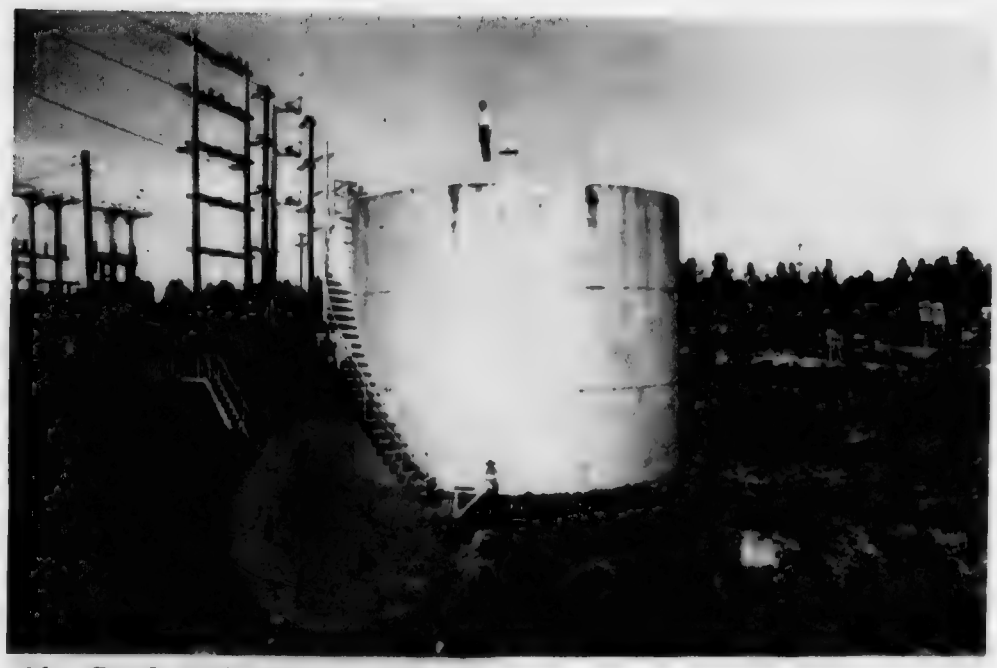

OWENS-ILLINOIS FACILITY
and
I-205 EAST PORTLAND FREEWAY
ARTIST'S CONCEPTION
OCTOBER 1976

Fig. 5



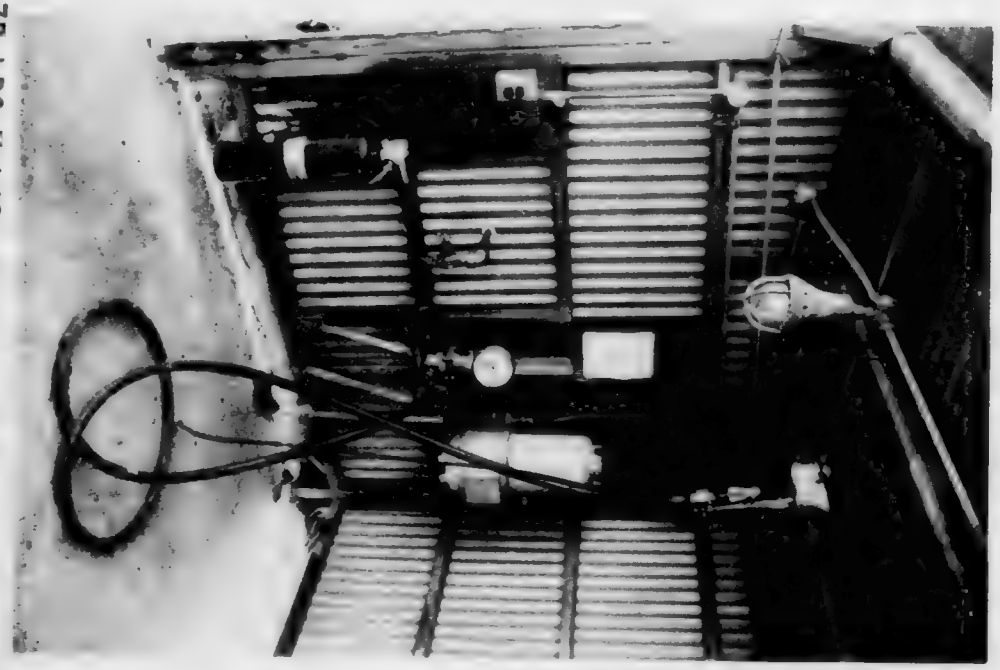
6A Fuel Oil Storage Tank

6B Natural Gas Meters & Valves

Fig. 6

7A LPG Unloading & Mobile Equipment Service Station

7C LPG Storage Tanks

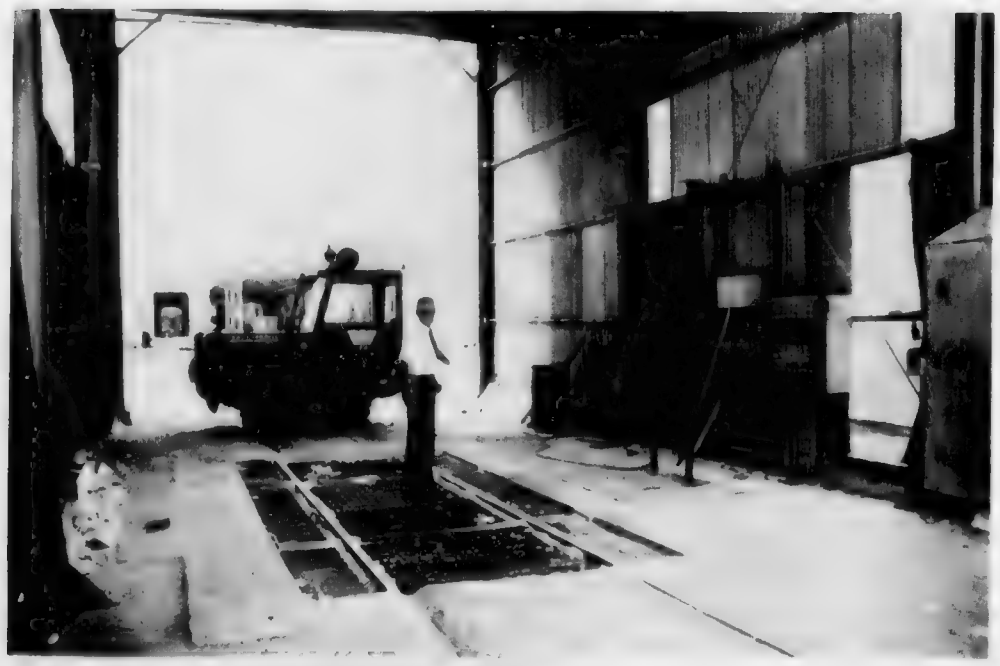


7B LPG Mobile Equipment Service Station

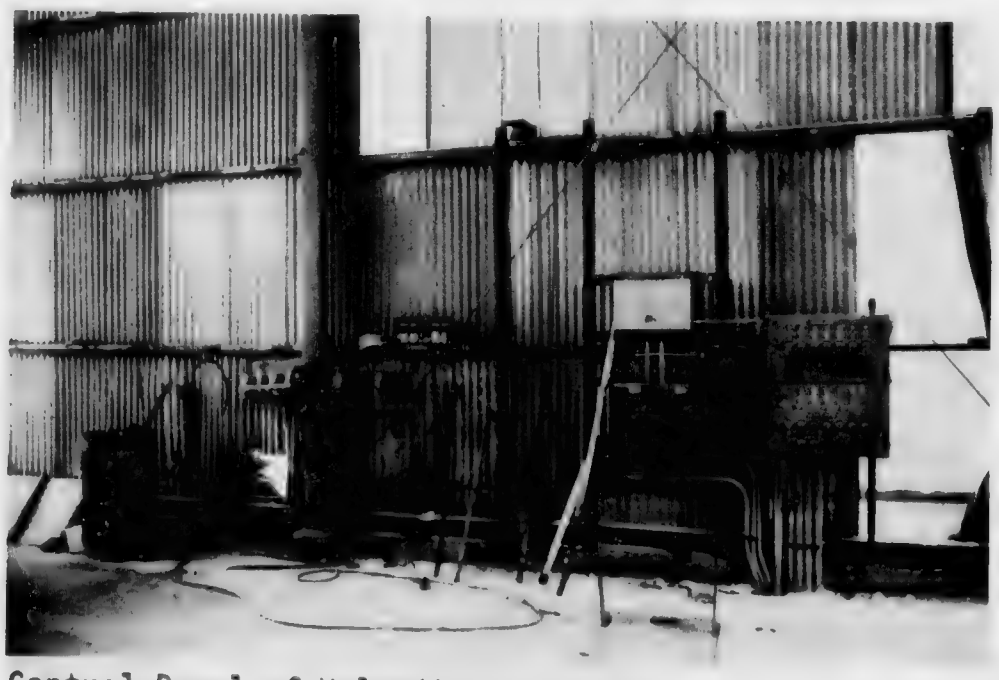
7D LPG Storage Tanks

Fig. 7

Raw Materials Unloading Facility



Interior of Unloading Facility



Control Panel of Unloading Facility

Fig. 8

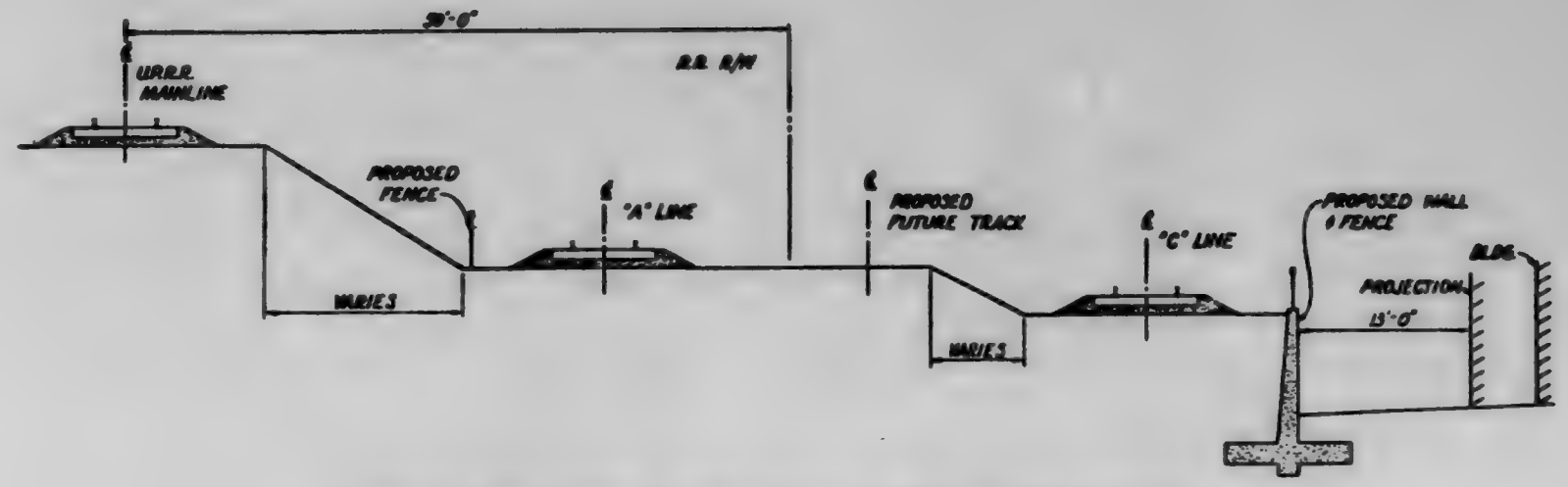
S. Side of Plant. Storage Bldg. at Rt.

Storage Bldg. Lt. Foreground

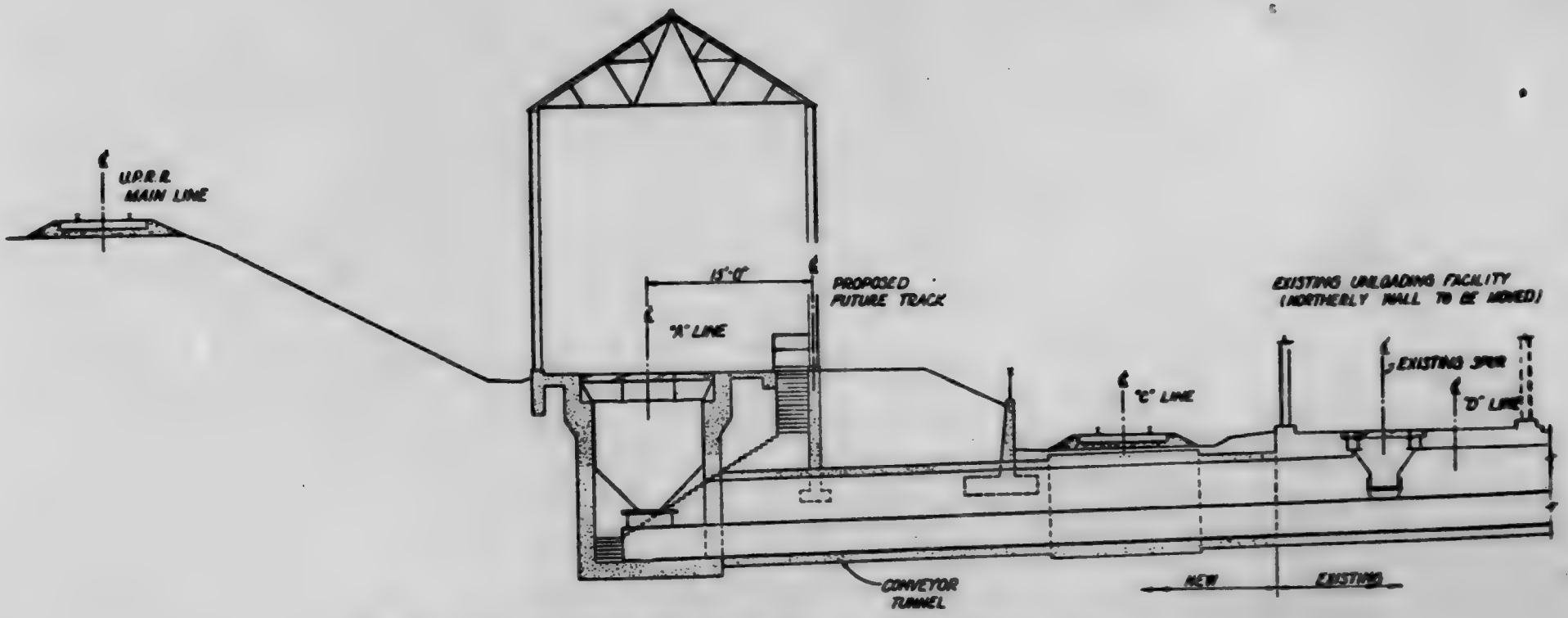
Storage Bldg. West End

Storage Bldg. East End

Fig. 9



SECTION THRU PROPOSED TRACKS SOUTH OF OWENS-ILLINOIS WAREHOUSE



SECTION THRU PROPOSED TRACKS AND RAW MATERIALS UNLOADING FACILITY

Fig. 10

APPENDIX

APPENDIX A

FORM 81.7.14.-10:10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

September 20, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Files

SUBJECT: Narrative Report
RW File: 44235
Owens-Illinois Glass Co.
East Portland Freeway

In order to summarize the meetings, discussions and other aspects of the relocation of track and industrial facilities at Owens-Illinois Glass Co. adjacent to the East Portland Freeway (I-205) in Multnomah County, it has been requested that the following narrative report be prepared to summarize and document all of the negotiations and other aspects of this file.

The initial contact between the parties involved, namely Owens-Illinois Glass, Union Pacific Railroad and the Oregon State Highway Division, was made on February 4, 1971 at the Owens-Illinois Plant in North Portland. In attendance was the Assistant Metropolitan Engineer, Mr. J. H. Versteeg, Bud Blair of Owens-Illinois Glass and Tom Scannlon representing the Union Pacific Railroad Company. A discussion was entered into regarding the necessity of track revisions into Owens-Illinois Glass. At this meeting it was anticipated that the spur track revision would be minor in scope and the details of this revision could be worked out in an expeditious manner.

On April 14, 1971, Mr. Bud Blair of Owens-Illinois Glass sent the Highway Division a letter outlining the problems created by the freeway and the modifications and adjustments necessary to keep Owens-Illinois Glass plant in business. In this seven page letter, Mr. Blair outlined all aspects of the items which must be considered affecting Owens-Illinois Glass by the freeway construction. In addition to the railroad spur relocation, the problems of the land exchange, the various on site energy facilities, and access to the Owens-Illinois plant were outlined by Mr. Blair. On July 19, 1971, Mr. Tom Edwards, then Deputy State Highway Engineer, responded to Mr. Blair's letter and agreed to the cooperation between the Highway Division and the Owens-Illinois Glass Co. in resolving their problems due to our freeway construction.

On September 10, 1971, the Federal Highway Administration authorized the acquisition of the necessary right of way from Owens-Illinois Glass, and adjustment to their facilities as required by this right of way acquisition.

On September 24, 1971, a meeting was held between Messrs. Litchfield, Cartwright, and Oakes of the Oregon Highway Division and Green and Mathias of the Federal Highway Administration to discuss Mr. Blair's report on how to verify the various points raised in this report. Mr. Mathias felt that a joint report by the Right of Way Liaison Agent and the Railroad & Utility Engineer would determine the accuracy of Mr. Blair's report. The land exchange was discussed which proposed the exchange of the excess land from North Pacific Lumber Co. for the Owens-Illinois land.

On December 1, 1971 a meeting was held between Litchfield, Gary Nolan of the Oregon State Highway Division Right of Way office in Portland, Jack Hesla, Regional Utility Engineer in Portland, and Mr. K. Lemke and Harry Dangler of Owens-Illinois. The facilities to be adjusted as a result of the freeway construction were reviewed by the Highway Department personnel in order to verify the problems outlined in Mr. Blair's letter of April 14.

On May 25, 1972 a meeting was held at Owens-Illinois Glass among H. S. Coulter, Lou Grothaus, H. B. Jackson, K. D. Limbocher, Jack Hesla, A.D. Olson and T.W. Litchfield of the Highway Division with Mr. S. J. Blair, K. H. Lemke, D. R. Roses, H. R. Dangler, Stephen Carroll and R. A. Franski, all representing Owens-Illinois. The various aspects of the Owens-Illinois facility relocation were individually discussed. Agreement was reached to proceed on the following basis:

1. Land exchange of surplus North Pacific land for needed Owens-Illinois land on an even basis. No additional compensation to Owens-Illinois and no damages would be paid to Owens-Illinois.

2. Owens-Illinois would hire a Consultant Engineer to handle design and rearrangement of their plant facilities with the State bearing the expense of this consulting engineer.

3. The State to arrange for the relocation of utilities at no expense to Owens-Illinois and no interruption of utility service to Owens-Illinois.

4. Relocation of railroad spur track to be handled by consultant hired by Owens-Illinois Glass.

5. Relocation of work to be contracted by Owens-Illinois or Oregon State Highway Division as conditions dictate at the time for this work to be contracted.

On May 26 a meeting was held between R. S. Colloso and T. J. Scannlon of Union Pacific Railroad, Messrs. Blair, Dangler and Roses of Owens-Illinois and Ted Litchfield representing the Highway Division. Discussion was entered into regarding the proposed Owens-Illinois layout. This proposal by OI was deemed not practical by the Railroad. Various other aspects of the track relocation were discussed with no agreement being reached pending further study.

On July 27, 1972 another meeting was held at Owens-Illinois among Owens-Illinois, Union Pacific Railroad Co., and OSHD personnel. Adjustment of rail facilities was further discussed with no agreement being reached at this meeting.

After the May 25, 1972 meeting, Owens-Illinois contacted three consulting firms operating in the State of Oregon to attempt to arrange for one of these consulting firms to undertake the problem of relocating the track facilities. The files available to the writer were vague as to why Owens-Illinois decided not to contract with a consulting firm for this work, but instead have the Oregon Highway Division undertake this consulting engineering study. Ted Litchfield of the Highway Division contacted the same consulting engineering firms and it was decided to retain Clark & Groff Engineers of Salem to undertake the study necessary and prepare plans for the relocation of Owens-Illinois track facilities. On October 4, 1972, approval was granted by the Federal Highway Engineer to hire Clark & Groff Engineers as a consultant for review of railroad operations at Owens-Illinois Glass Co. effective September 21, 1976. Mr. John McDonald of Clark & Groff was appointed project engineer by the firm to supervise this study and handle the design of the relocated facilities.

During the two years which had ensued from the original meeting of February 4, 1971 and the next regarding the adjustment of Owens-Illinois facilities which was held on March 14, 1973, considerable correspondence passed between the Owens-Illinois Glass, the Oregon Highway Division, and Union Pacific Railroad discussing various proposals, aspects, etc., of the necessary track relocation and adjustment of Owens-Illinois facilities. Among the points raised was one by the Union Pacific Railroad as to the necessity of the freeway undercrossing the Kenton Mainline tracks of Union Pacific Railroad which necessitated the relocation of the spur track facility into Owens-Illinois Glass. The various reasons for this change in grade at this location were given to Union Pacific Railroad and upon presentation of these various points, Union Pacific Railroad agreed that from a standpoint of engineering evaluation, this was the better design for the freeway.

On March 14, 1973, a meeting was held in the conference room of Owens-Illinois Glass Co. among Blair, Roses and Hansen of Owens-Illinois Glass Co., Orr, Hebdon and McConathy of the Union Pacific Railroad Co., J. K. McDonald of Clark & Groff Engineers, and Boyd, Grothaus, Litchfield, Jackson and Chidsey of the Oregon Highway Division. The various proposals made by Clark & Groff Engineers were discussed and three were selected for further study. On March 28, 1973 a meeting was held between John McDonald of Clark & Groff, Mr. J. B. Boyd and I at which time it was decided that a third plan entitled "Hoppers on Steep Track" was unworkable from a practical viewpoint. This reduced the number of viable plans to be considered to two proposals, namely "New North Passing Track" and"Tracks in Lake" proposals. This information was conveyed to Union Pacific Railroad Co. for their information and consideration.

On April 11, 1973, a meeting was held in Mr. Bob Orr's office, Union Pacific Railroad Co. in Portland, with Mr. John McDonald of Clark & Groff and I. The various proposals under consideration at that time for the relocation of the Owens-Illinois track facilities in N.E. Portland were discussed. As previously stated, at this time, there were only two viable alternatives under consideration. The one consideration referred to previously as "New North Passing Track"

was the proposal made by Union Pacific Railroad Co. and was the one that Union Pacific felt most workable from their standpoint. Mr. Orr pointed out in this meeting that a similar proposal was presented at one time to UPRR's management for another location which was similar in so far as the track layout was somewhat the same and there would be reversed switching necessary. At that time this proposal was not approved by the UPRR management since it was not a desirable movement to be made during switching movements, Mr. Orr did comment that he would present both plans to the UPRR management at the Oregon Division level in an attempt to secure their approval of these plans. Various aspects of the disadvantages of the "Two Tracks in Lake" plan were outlined by Mr. ORR in his meeting from a railroad standpoint and the meeting was concluded with Mr. Orr's promise that as soon as his management had considered these proposals and made a definite decision he would so notify me.

By letter on May 4, 1973 signed by Mr. L. A. Kirkeby, Superintendent of the Union Pacific Railroad Co., I was notified that the "Tracks in a Lake" plan had been thoroughly reviewed by Oregon Division management of Union Pacific Railroad and because of various major disadvantages to the Railroad and to Owens-Illinois Co., they felt that they could no longer continue discussion regarding this plan. This then left the only viable alternative for the relocation of the spur track facilities into Owens-Illinois being the plan prepared by Union Pacific Railroad which they entitled Plan 2A.

On May 29, 1973, approval was given to Clark & Groff Engineers to retain the consulting firm of Coverdale and Colepits Inc. to review the various proposals which had been presented for the relocation and reconstruction of the railroad service facilities to Owens-Illinois Glass. On July 12, 1973, Clark & Groff submitted a proposal covering the relocation of Owens-Illinois railroad facilities as reviewed by Coverdale and Colepits. This revision combined certain features of Plans 2A and 3. Under this revision, a single track structure was required over the I-205 in addition to the double track structure required for the mainline and passing track. This proposal was forwarded to Owens-Illinois Glass and to Union Pacific Railroad Co. for their consideration. On July 30, 1973 Mr. Blair of Owens-Illinois called me regarding comments that he had about the proposed revisions. These comments were forwarded to Clark & Groff Engineers for consideration in the proposed revision.

As a result of the Clark & Groff comments on this previous proposal, a revised plan was prepared by Clark & Groff and submitted to the Union Pacific Railroad Co. on August 15, 1973. Considerable time passed before the Union Pacific Railroad Co. responded to this proposal, word finally being received from them by letter dated June 11, 1974 in which they rejected this proposal as being not acceptable. Their letter stated further that the Union Pacific Railroad plan labeled 2A seemed to be the most feasible proposal for serving Owens-Illinois and maintaining the type of service that Owens-Illinois must have. At this time it was decided that the proposal by Union Pacific Railroad Co. was the only plan which would be acceptable to the Railroad and the Owens-Illinois Glass Co. and so design was commenced utilizing this plan as the answer to the necessary problem at hand. This information was conveyed to Owens-Illinois Glass by letter dated October 15, 1974. At this time, the work done by Clark & Groff Engineers was suspended and their involvement in this project concluded.

On February 4, 1975 a meeting was held at Owens-Illinois Glass among Bothman, Boyd and Chidsey of the Oregon Highway Division, Orr, Stangler, Hebdon, and Hardin of Union Pacific Railroad Co., and Lemke, Blair, Roses and Hansen of Owens-Illinois. At this time all of the various aspects of the railroad spur relocation were discussed and agreement at that time as to the utilization of the Railroad's plan of relocating the spur track facilities to Owens-Illinois. Owens-Illinois was to furnish certain data necessary for the finalization of the proposal for incorporation into a proposed tri-party agreement which would have finalized the negotiations of this particular phase.

By mid-summer 1975 Owens-Illinois had not been in a position to respond to this request due to work load imposed upon their Chief Engineer, and I contacted Mr. Blair and requested of him this information. At that time he informed me that he had in the back of his mind another scheme which he felt would satisfy the problems at hand with aminimal amount of expense to all parties concerned and as soon as he was able to draw up this plan and present it to the Highway Division and the Railroad for our consideration he would notify me. After numerous phone calls to Oakland by both the Union Pacific Railroad Co. and my office, we were informed that on December 10, he would be in a position to present this proposal to us. Due to an airline strike which existed at that time the meeting of December 10th was moved to December 18.

During this time a proposal was made by Highway representatives in Portland to study the possibility of relocating the existing Columbia Ave. overcrossing adjacent to Owens-Illinois plant westerly of its existing location which would then permit a better grade line being established into Owens-Illinois plant from the west. On December 8, 1975, I contacted Mr. Blair in Oakland and explained to him about the potential of shifting this structure. He responded that in view of this he would not come to Portland for the meeting planned on December 18, but would await the outcome of this proposal. Copies of this proposal were furnished to both Owens-Illinois and Union Pacific Railroad for review and comment by them.

On February 17, 1976 Union Pacific Railroad Co. responded that they had reviewed this proposed revision and found it not acceptable due to difficulty in switching. They referred back to the plan which had previously been approved by all parties concerned as being the most acceptable proposal. On March 5, 1976, a meeting was held at Owens-Illinois Glass Co. to discuss the proposal for the revision of track facilities into Owens-Illinois Glass as prepared by Mr. Blair. Various advantages to his proposal were evident. The main being that all of the relocation could happen on the westerly side of the freeway which would enable a simpler design for the shoofly required to maintain the service to the Railroad. It would also eliminate the necessity for a second railroad structure crossing over the freeway at a considerable saving cost. The Railroad agreed to review the conceptual design as given them by Mr. Blair as it related to their operation and hopefully would be able to respond to this within a two week period. The relocation of Owens-

Illinois facilities under this proposal by Mr. Blair was somewhat more complex than previously anticipated, but with the monetary saving and elimination of the structure, it was felt that the relocation of these facilities would result in a net saving to all parties concerned. The Highway Division agreed to doing the necessary field work and design work for the proposal as advanced by Mr. Blair and on April 12, 1976 information gathered by the Metropolitan Office pertaining to the relocation of track facilities serving Owens-Illinois Glass Co. in North Portland was sent to Owens-Illinois and Union Pacific Railroad for their review and comments.

On April 22, 1976, a meeting was held regarding the relocation of these railroad facilities at Owens-Illinois Glass Co. Messrs Blair, Roses and Hansen represented Owens-Illinois Glass, Messrs. Orr and Hebdon represented the Union Pacific Railroad Co., and Bob Ewen and myself represented the Highway Division. The discussion centered around the proposal by Mr. Blair regarding the relocation of the track facilities and it was felt that this proposal was acceptable to the Union Pacific Railroad Co. as operational, provided that a cross over between two of the spur track facilities could be installed inside of Owens-Illinois Glass property. Bob Orr of the Union Pacific commented that he would have his people commence the necessary design work to put in the requested cross over and it was agreed that this proposal would be the revision to the track facilities of Owens-Illinois Glass which would be pursued through final design and into construction. The Oregon Highway Division will let the necessary contract for the relocation of all of these facilities as soon as final contract plans can be prepared. At the meeting Mr. Blair commented that the Plan 2A as originally proposed by Union Pacific Railroad Co. would not be acceptable by Owens-Illinois. This proposal did not provide Owens-Illinois with the necessary manueverability inside of their facility that they deemed desirable and also called for the storage of full hopper cars on right of way not under the control of Owens-Illinois Glass. Becaus of this reason the Railroad Plan 2A was rejected by Owens-Illinois and the only plan they deemed feasible is the one prepared by Mr. Blair. Acceptance of this plan by Union Pacific Railroad Co., subject to certain modifications, all aspects of the relocation of the Owens-Illinois track facilities have been agreed to.

By various telephone conversations Mr. Blair advised that the engineering department of Owens-Illinois Glass in Ohio will be responsible for the engineering design of the relocation of their facilities inside the plant. Mr. Blair is commencing preparation of a letter of understanding between Owens-Illinois Glass and the Oregon Highway Division which cover the various aspects of the engineering of the relocation of the plant facilities, the reimbursement to Owens-Illinois for expenses incurred by them, the proposed land exchange between Owens-Illinois Glass and the Highway Division, and other aspects of the relocation of the railroad trackage and their facilities. At the present time it is anticipated that this letter of understanding will be forwarded to my office early in October. I have advised Mr. Blair that it is our desire to call for receipt of bids for the construction of the new track facilities into Owens-Illinois, the rearrangement of their facilities, and all

other pertinent works late in February 1977. By utilizing this schedule, all work necessary to make Owens-Illinois facilities whole again would be accomplished prior to the awarding of general contracts for the construction of the I-205 freeway adjacent to Owens-Illinois Glass and would eliminate the possible conflict of adjusting Owens-Illinois facilities during the construction of the freeway. Mr. Blair said that his company would work toward a date that will allow us to have their final plans in sufficient time to incorporate them into other necessary plans and documents for the advertising of bids early in February 1977.

JEC:jr

cc: G. L. Green - FHWA
R. N. Bothman
J. B. Boyd
Bob Ewen
Lou Grothaus

OWENS-ILLINOIS
Glass Container
Division

APPENDIX B

O-I

September 20, 1976

Mr. J. E. Chidsey, Railroad & Utility Engineer
c/o Oregon State Highway Division
State Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Dear Jim,

In accord with our telephone conversation of August 31, this letter is intended to record the present status of the proposed encroachment of Freeway I-205 on the property and facilities of the glass container manufacturing plant of Owens-Illinois Inc., located in Parkrose, Oregon.

I have personally been involved in all of the meetings, conversations, and correspondence with the Oregon State Highway Division concerning this matter since 1968, however the Division has successively been represented by Messrs. Johnson, Porter, Schroeder, Coulter, Litchfield, and yourself. During this period of time, the alignment of the proposed freeway has remained fairly constant, however the basic type of construction has changed from the originally proposed high-level structure overpassing the Union Pacific Railroad to the presently proposed depressed roadway under-passing the railroad. Although many alternate spur track proposals have been studied over the past several years, it has only been recently that agreement has finally been reached on trackage to replace the existing, which can adequately fulfill the three basic requirements of 1. adequate service to Owens-Illinois, with 2. switching procedures which are acceptable to the Union Pacific Railroad, and at 3. costs which may be within reasonable limits and acceptable to the Division of Highways.

In view of the many changes in responsible personnel and the written and verbal agreements reached therewith during the several years of meetings, as well as the miscellaneous design changes over the years, this letter should now serve as an up-to-date record of our understanding of said previous agreements (where presently applicable), as well as the proposed methods for accomplishing same.

The proposed alignment of the Freeway in the immediate O-I vicinity, will require that the State acquire certain pieces of property from Owens-Illinois Inc., the adjacent North Pacific Lumber Company and the present owners of the also-adjacent land at the Eastern portion of "Johnson Lake". In the resulting adjustment to property lines, Owens-Illinois will lose approximately 33,300 sq. ft. in its present railroad spur track approach area, and approximately 58,800 sq. ft. in its present eastern access roadway area, (including, of course, the roadway itself) for a total property loss of 92,100 sq. ft. Partial compensation for this loss will be accomplished by the State giving title to Owens-Illinois of the approximately 64,800 sq. ft. of "soon-to-be surplus" land lying west of the proposed freeway, and which land will have been formerly a portion of the

NOTED
J. E. CHIDSEY

3600 Alameda Avenue, Post Office Box 1019 Oakland, California 94604 (415) 532-7373

North Pacific Lumber Company property. Although the above exchange of properties will result in a net loss to Owens-Illinois of 27,300 sq. ft. of property, Owens-Illinois has previously indicated its willingness to exchange these properties without further compensation, provided that the State furnish Owens-Illinois with a formally agreed-to new eastern access road, approaching the O-I property from existing or realigned county roads to the North, paralleling the West side of the proposed freeway and making contact with the existing O-I property in the approximate vicinity of the west end of the present eastern access roadway, at the east end of "Johnson Lake". Up to the present O-I property line, this new roadway will lie on either County or State owned right-of-way, and it will be maintained as a public road, in perpetuity, either by the County or the State. Final alignment of the Southern extremity of this new access road will depend upon the final grading conditions developed by the proposed new railroad spur track and switching facilities, and/or other relocated Owens-Illinois systems.

The proposed installation of the Freeway will totally "wipe-out" the existing facilities and methods by which efficient and acceptable railroad service is presently provided to the Owens-Illinois Plant. Design of a replacement system to adequately fulfill the three basic requirements mentioned earlier has been an extremely difficult process, as attested by correspondence records of over 5 years of meetings. Suffice it to now say that Owens-Illinois believes that with minor adjustments or refinements, the basic system shown on the drawings transmitted with your June 23, 1976 letter to both Owens-Illinois, Inc. and the Union Pacific Railroad Company, represents the best compromise solution available to the many problems encountered. We will not attempt to outline the total trackage system in this letter, however, O-I will shortly prepare and submit to you, a layout drawing based on the RR information shown in your June 23 transmittal, and including also revisions to all other buildings, systems, or facilities affected by the proposed freeway installation.

It is our understanding that the Division of Highways will prepare (or cause to be prepared) all of the design drawings and specifications (of a civil engineering nature) as required for the bidding and subsequent construction of all of the work involved in the proposed new railroad track installation. Included will be layout drawings for all new railroad trackage, switches and bumpers, the earthwork grading for same, the concrete retaining walls required for the grade separations between parallel tracks, as well as any other miscellaneous allied work.

Owens-Illinois Inc. through the services of its Corporate Design Engineering facilities located in Toledo, Ohio, will be responsible for the preparation of the design drawings and specifications as required for the bidding and subsequent installation or construction for all other buildings, systems or facilities affected by the freeway installation. Included will be (but not necessarily limited to) the relocation of the existing Liquified Petroleum Gas system, relocation of the existing fuel oil storage system, (including a new containment dike); extension of the existing underground raw materials conveying system; provision of a new structure for unloading

raw materials from railroad cars; widening of the existing unloading shed to permit installation of the new curved track to the warehouse; relocation of, (or new construction for) an existing 40' x 100' (±) storage building; and revisions to, or relocation if required, of main meter and valve systems for both the public water supply system and the natural gas fuel system; as well as such changes as may later be determined to be required in the underground fire protection water system. Further involved, but not obvious until design drawings are started, will be all such changes as may be necessary to existing plant grades, paved areas, access roads, gates and fences, storm drainage facilities etc. to allow the revised plant to operate as efficiently as at present.

It is our understanding that all of the drawings and specifications prepared by both the State and Owens-Illinois will be submitted to a general contractor who will bid the proposal to the state, which will then also be responsible for the payments to the contractor. Owens-Illinois will appoint an engineer to serve as our full-time representative during the total construction period. (This person may be the same one who will coordinate preparation of the design drawings.)

As a result of accounting methods which are yet to be discussed and agreed upon between the State and Owens-Illinois, the State will then reimburse Owens-Illinois for all of the engineering expenses which will result from the above involvement.

Presumably all drawings for bid purposes will be available not later than March 1st, 1977, so as to permit the total work to be accomplished during the 1977 summer months, and not later than October 1st. As noted previously, Owens-Illinois cannot permit the above work (and particularly the revisions to the standby fuel oil and gas systems) to be accomplished during the winter season.

Although the state will be responsible for all of the negotiations involving property, in view of the very tight schedule indicated, we presume that actions are proceeding concerning the purchase (or condemnation) of the North Pacific Lumber Company land, and we further presume that the State will make such arrangements with the Union Pacific Railroad as are necessary to permit the installation of some of the proposed Owens-Illinois trackage within the existing 100 ft. U.P. right-of-way. Obviously Owens must have assurance that such a trackage installation will be granted perpetual permission. Unless these two phases of negotiation are now under consideration, or will be soon, the proposed schedule might well be jeopardized with legal involvments.

A copy of this letter will be sent to Corporate Engineering as their introduction to the project. An estimate of the cost of their engineering services cannot be made until after their first meeting re the project, hopefully to be scheduled for the 2nd or 3rd week in October.

I will be out of the country until October 5th, however I will check with you immediately upon my return to the office in order that we may proceed as outlined.

Yours truly,

S. J. Blair/mj

S. J. BLAIR
General Engineering

mj

APPENDIX C

APPRAISAL REPORT

OREGON STATE HIGHWAY DIVISION

LOCATION OF PROPERTY 5535 N. E. 101st
LEGAL OWNER'S ADDRESS _____
PHONE NO. _____
CONTRACT BUYER _____
ADDRESS _____
PHONE NO. _____

FILE NO.: 44235
NAME: Owens-Illinois
SECTION: Col. River Br.-NE Sandy
HIGHWAY: E. Portland Freeway
COUNTY: Multnomah
ENG. STA.:
DESCRIPTION DATED:
FED. PROJ. NO.:

1. TENANT _____
RENT $_____ LEASE: YES [ ] NO [ ] IF RECORDED, TITLE _____ BOOK _____ PAGE _____
IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING [ ] ENTIRE TAKING [ ] AREA OF ENTIRE PROPERTY _____
AREA IN FEE SIMPLE TAKING _____
AREA IN PERMANENT EASEMENT(S) _____
AREA IN TEMPORARY EASEMENT(S) _____

3. ACCESS BEFORE TAKING:
N. E. Marx St.

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS: Complete restriction to highway. Frontage road to be constructed by Oregon State Highway
LANDLOCKED [ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED [ ]

5. URBAN [X] RURAL [ ] PRESENT USE Industrial LEGAL ZONE CODE _____
USE PERMITTED AS ZONED _____

6. HIGHEST AND BEST USE: ENTIRE PROPERTY Industrial
REMAINDER PROPERTY Industrial

7. PUBLIC SEWER [X] SEPTIC TANK [ ] OTHER SEWAGE DISPOSAL FACILITY _____
PUBLIC WATER SUPPLY [X] WELL [ ] OTHER WATER SUPPLY Parkrose Water
CURBS [ ] PUBLIC SIDEWALKS [ ] PAVED STREET _____ FT. WIDE. GRAVEL STREET _____ FT. WIDE

8. SUMMARY OF VALUATION:
ENTIRE PROPERTY $ Not computed REMAINDER PROPERTY $ _____

TAKING:	
LAND	$
IMPROVEMENTS	
DAMAGES	
SPECIAL BENEFITS	
JUST COMPENSATION	$

VALUATION REPORTS BY OTHERS:	
FIXTURES	$
EQUIPMENT	$
MACHINERY	$
TIMBER	$
NURSERY STOCK	$
ADVERTISING SIGNS	$
COST STUDIES	$
OTHER	$

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES [X] NO [ ] CHECKED AT TITLE CO. [ ]
I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. VALUATIONS MADE BY OTHERS AS SHOWN IN LINE 8 ARE INCLUDED AS A PART OF THE TOTAL DATA CONSIDERED IN ARRIVING AT MY FINAL CONCLUSIONS OF VALUES.

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:

See attached for valuation estimations and assumption

RECEIVED
OCT 30 1973
METRO R/W DEPT.

SUBJECT PROPERTY HAS SOLD WITHIN THE LAST 5 YEARS. YES [ ] NO [X]. IF YES, SEE DETAILS REGARDING SALE ON COMPARABLE SALE SHEET NO. ____ WHICH INCLUDES AN EXPLANATION OF WHETHER SALE IS INDICATIVE OF TODAY'S MARKET VALUE.

APPRAISER Robert E. Lyons

Form E-718
8-5-69 a

FILE No._____

GENERAL REPORT

19. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

A large industrial tract containing some 78 acres more or less and lying about 8 miles East of city center. The area is presently occupied by the Owens Illinois Glass Co., which is engated in the manufacturing of glass bottles. It is served by Union Pacific Railroad and has access through city streets to several trucking lines.

The plant is fired with Natural Gas supplied by Northwest Natural Gas Co. Because of the type of operation, a constant supply of fuel is required. Three pressure tanks provide some 71,500 gals. of L. P. G. gas available as a standby source of heat and 126,000 gals. of No. 2 diesel oil also used as an emergency source of power.

Water is supplied by Parkrose water district. No emergency wells exist at this time.

Raw material consists of sands and silicas shipped in from various sources, with five types of sand being held in the storage tanks at the present time and from recycled glass, plus required caustic materials provide desired color of finished product.

File No: 44235
Name: Owen Illinois
Section: Col. River- N. E. Sandy
Highway: East Portland Freeway
County : Multnomah

I have examined several land sales which are comparable to the subject land.

North side of NE Argyle Dr., 293' East of N. E. 14th EL - 66

This is a tract of land containing approximately 2.25 acres of land located in the R. A. Heintz Industrial Park. All utilities are available. It is reasonably level with adequate access. It is considered to be better than subject because of access. Sold in October 1975 for $37,222 per acre. In comparison subject is considered to be worth $35,000 per acre.

West side of N. Lombard, 445' South of North Roberts. EL - 65

This is a tract of land in North Portland zoned M 2 and containing 21.45 acres. Approximately 17.5 acres is level, on grade with streets and has all utilities available. Balance of tract - four acres - is steep and lacks access. This sold in June 1976 for $657,950. or $30,675 per acre. Subject is considered better than sale because of topography. In comparison, subject is considered to be worth $35,000 per acre.

N. E. 21st and N. E. Riverside EL - 68

A tract of land in R. A. Heintz Industrial Park containing approximately 12 acres. This parcel is level with all utilities. This site has very comparable trucking access to subject, but does not have rail head. Sold in June 1976 for $32,916 per acre. In comparison subject is considered to be worth $35,000.

Space Industrial Park EL - 36

A tract of land containing 2.95 acres on the South side of N. E. Whitaker Way. It is level, with rail head and trucking access and all utilities. Sold in May 1975 for $30,500 per acre. Adjusting for date of sale, in comparison, subject is considered to be worth $33,000.

CORRELATION: Sales of comparable land have been found both to the East of subject in the Space Industrial Park, and to the West of subject in R. J. Heintz Industrial Park. These sales indicate that industrial property which is ready to be improved will sell for $33,000 to $35,000 per acre. This value is supported by the sale of the Port of Portland property in North Portland. Other sales have been examined by the appraiser and all seem to trend towards this same per acre estimate. Therefore, it is the appraiser's opinion that market value of the land is estimated to be $35,000 per acre.

Parcel A, B and D as shown on the attached map is:

A & B	-	2.05 acres	@	$35,000	$71,750
D	-	1.7 acres	@	$35,000	$59,500
					$131,250

It is the opinion of the appraiser that parcel C is not as good in topography as parcels A, B and D. Therefore, a lessor value is assigned or $25,000 per acre. This is based on the fact that parcel C is low, slopes away from the road, and will require some fill. It is my opinion that this parcel is only 70% as good as parcels A, B and D.

Parcel C - .54 ac. @ $25,000 = $13,500

Estimates of value of improvements:

Improvements which were considered are those improvements which were found to be either on the property being purchased, or are affected by the relocation of the railroad spurs.

These are shown on the attached map and listed by number.

Item 1 - Fuel storage tank

30' diameter x 24' high welded plate steel tank. 4000 bbls. capacity.

Replacement Cost

Foundation, forming, excavation and concrete	$ 3500.00
Tank, including curb ring, cone roof, manholes, flanged openings and vents	24,000.00
Pump house- 9 x 8 corrugated	500.00
two pumps - 1750 rpm 1 hp	1,600.00
Metal ladder 8' ramps - 12' platform	600.00
Valves, 3 @ 170.	510.00
TOTAL COST NEW OF TANK	30,710.00
CONSIDERED TO BE 70% GOOD	21,000.00

Connecting tank from estimated new location to existing plant fuel oil system at vaporizing station.

560 lin. feet - 4" black pipe - $4.90 per ft.	$ 2,750.00
560 lin. feet - trenching, laying pipe and back filling $2.76 per ft.	1,550.00
Valves and fittings	1,200.00
Electrical wiring	1,500.00
	$ 7,000.00

Moving Costs

Mr. Kenneth L. Jeffers of Pacific Tank and Construction Co. has made an estimate to move tank, re-install pumps and lay the estimated 560 lin. feet to connect tank to the existing system $25,140.00

Item II

Two welded steel pressure tanks- 7½x65' on concrete cradles - 21,500 water gal. cap.	32,400.00	
One welded steel pressure tank - 9' x 65' horizontal tank on cradles - 30,000 water gal. capacity	24,000.00	
Cradles - 6 concrete pads with steel cradle supports @ 800.	4,800.00	
Pump and valves - requires automatic discharge cut off valves at the tank.	3,200.00	
	$ 64,400.00	
Observed depreciation - 30%	19,200.00	
Present market value	$ 44,800.00	

Connecting tanks from estimated new location to existing vaporizing station

650 lin. feet 2" black pipe @ 2.10	1,365.00	
650 lin. feet trenching, tarring, wrapping testing and back-filling @ 2.30 per ft.	1,495.00	
Electrical wiring	1,500.00	
	$ 4,360.00	
Relocation of existing facility to new location (Includes new pipe, new footings, revalving and testing)	34,100.00	
Electrical	1,500.00	
	$ 35,600.00	

Item III

Raw materials unloading facility

55' x 23' x 25' steel framed corrugated metal covered shed with open ends to allow railroad cars to roll completely through. This shed covers the unloading pit and hopper which has an endless belt conveyer which transports silica and sands to the hopper silo where glass batches are mixed.

Shed	$ 4,800.00	
Wiring	3,500.00	
Hopper pit; excavation and concrete floor, walls, with metal grid		
	$16,600.00	
Observed depreciation - 30%	5,000.00	
	$11,600.00	

ITEM III-R

Relocation of raw materials unloading facility

Shed - as above	$ 4,800.00
Electric wiring	3,500.00
Hopper pit	8,300.00

Belt conveyor tunnel

Additional required to connect to present system 70' long x 8 ' wide x 8' deep with concrete roof	21,500.00
70 lin. feet conveyor belt with metal housing	3,400.00
	$ 41,500.00

This amount does not include new scales or electronic controls. It is felt that the automatic unloading paraphernalia will be re-installed at the new site. This installation is included in the electrical wiring estimate.

ITEM IV

Storage Building

37 x 110 x 12' metal clad shed with concrete floor One sliding door 10x12 - No interior finish	$ 19,000.00
Observed depreciation-30%	5,700.00
	$ 13,300.00

ITEM V

Natural gas meters and valves not computed. To be done by others.

ITEM VI

Unloading and equipment servicing station.

10 x 7 open sided shed housing pump) 10 x 7 enclosed shed housing 5 hp. unloading compressor) 12 ft. high loading platform and unloading controls)	$ 1,800.00
Electrical switches, wiring and lighting, and plumbing for pumps and unloading to tanks	$ 2,500.00
Pumps and compressors	$ 1,300.00
	$ 5,600.00
Observed depreciation - 30%	1,680.00
	$ 3,920.00

ITEM VI-R

Relocated unloading and equipment servicing station.

See item 6 above.

ITEM VII

Buried oil tank.

This tank is reported to be a 10,000 gal. oil storage tank used to store lubricating oil.

Tank, including excavation, bedding, fittings and back fill	$ 3,800.00
Depreciated 50% good	1,900.00
This tank will be partially located under the relocated rail spur. It is the opinion of the appraiser that this tank could be moved to lay at right angles to its present location. Cost to excavate, bed and move tank	ea 600.00

RECAP

NEW REPLACEMENT COST

Item I	Fuel oil storage tank	$ 30,710.00
	Hook-up and connection	7,000.00
Item II	L.P.G. pressure tanks	64,000.00
	Hook-up and connection	4,360.00
Item III	Raw materials unloading facility	41,500.00
Item IV	Storage building	19,000.00
Item V	Natural Gas metering	-
Item VI	L.P.G. servicing station	5,600.00
Item VII	Oil storage tank	3,800.00

DEPRECIATED MARKET VALUE

Item I	$ 21,500.00
Item II	44,800.00
Item III	11,600.00
Item IV	13,300.00
Item V	-
Item VI	3,920.00
Item VII	1,900.00

RELOCATION OF FACILITIES

Item I		$ 25,140.00
Item II		35,600.00
Item III		41,500.00
Item IV	not computed	
Item V	not computed	
Item VI		4,300.00
Item VII		600.00

CERTIFICATE OF APPRAISER

I hereby certify:

That on * Sept. 27th and Oct. 15, 1976 (date) (s), I personally made a field inspection of the property herein appraised and have afforded the property owner or his personally designated representative the opportunity to accompany me at the time of inspection. I have also personally made a field inspection of the comparable sales relied upon in making said appraisal. The subject and the comparable sales relied upon in making said appraisal were as represented in said appraisal.

That to the best of my knowledge and belief the statements contained in the appraisal herein set forth are true, and the information upon which the opinions expressed herein are based is correct; subject to the limiting conditions herein set forth.

That I understand that such appraisal is to be used in connection with the acquisition of right of way for a project to be constructed by the State of Oregon with the assistance of Federal-aid highway funds or other Federal funds.

That such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal of right of way for such purposes; and that to the best of my knowledge, no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State.

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the acquiring agency of said State or officials of the Federal Highway Administration and I will not do so until so authorized by said State officials, or until I am required to do so by due process of law. It is clearly understood by me that this appraisal has been requested by the Oregon State Highway Division for the purposes of negotiations or contemplated or pending litigation to acquire the property evaluated herein; that I will provide such additional appraisal services as may be requested by the Oregon State Highway Division in the valuation of this property; and, if called upon to do so, I will defend this appraisal in court.

That any decrease or increase in the fair market value of the real property herein appraised, prior to the date of valuation, which decrease or increase, other than that due to physical deterioration within the reasonable control of the owner(s), was caused by the public improvement for which the property is being acquired, or by the likelihood that the property would be acquired for such improvement, has been disregarded in determining the compensation for the property.

That my opinion of just compensation for the acquisition, including damages, if any, to the remaining property, as of the ** 20th day of October 19 76, is ***$ various based upon my independent appraisal and the exercise of my professional judgement, and that the conclusion set forth in this appraisal was reached without collaboration or direction as to value.

Robert E Lyons
(Signature)

October 20, 1976
(Date)

* Dates subject was inspected
** Date of valuation
*** Value of property to be acquired

OWENS-ILLINOIS PROPERTY LINE

PROPOSED SERVICE ROAD

PROP. RET. WALL

PROP. SPUR "C"

SPUR "C"

SPUR "A"

EXISTING

OWENS-ILLINOIS SERVICE ROAD

A

C

D

PROPOSED RIGHT OF WAY

EXISTING SPUR, TO BE REMOVED

B

N.E. MARX ST.

N.E. 101 ST AVE.

PROPERTY FROM OWENS-ILLINOIS TO STATE OF OREGON

PROPERTY FROM STATE OF OREGON TO OWENS-ILLINOIS

I205
EAST PORTLAND FREEWAY
OWENS-ILLINOIS FACILITY
COST TO CURE

RAILROAD

APPENDIX "D"

This study shows typical train movements for delivery and pickup of cars at the Owens-Illinois plant with various spur track arrangements. The following movement is common to all spur track arrangements:

A train approaches the plant on the UPRR main line. The locomotive is on the east end of the train followed by cars for O-I warehouse, cars of O-I raw materials, LPG cars for O-I, and cars which will be delivered to other customers. This train is placed on the side track opposite the O-I plant. From this point the train movements required for the spur arrangements to be considered differ greatly.

PROCEDURE WITH PRESENT SPUR

1. Uncouple locomotive and move onto main line beyond O-I spur switch.
2. Move down spur, picking up all cars on spur (LPG cars, loaded hopper cars, unloaded hopper cars, outbound cars from warehouse).
3. Move all these cars out onto main line.
4. Move these cars on main line to a point west of easterly siding switch.
5. Move locomotive and any loaded cars to be returned to O-I east of siding switch. (If there is an empty LPG car between the locomotive and a loaded hopper car, four additional moves will be required.)
6. Move locomotive and loaded cars onto siding and couple to cars to be delivered to O-I.
7. Move these cars onto main line and east of O-I spur switch.
8. Move cars onto O-I spur and spot as required.
9. Return locomotive to main line.
10. Move locomotive west onto siding and couple to train.
11. Move train east onto main line.
12. Back along main line and couple to outgoing cars from O-I.
13. Proceed to next customer.

PROCEDURE WITH OWENS-ILLINOIS PROPOSAL

1. Uncouple locomotive and cars destined for O-I warehouse and move these easterly out onto main line.
2. Back these cars west until locomotive clears westerly siding switch.
3. Move onto siding and couple to train, disconnecting loaded hopper cars and LPG cars for O-I on east end of train.
4. Move train west onto main line.
5. Uncouple cars at east end of locomotive. Start train toward the east, then stop locomotive short of siding switch. Stop easterly cars east of siding clear point.
6. Move locomotive onto siding and couple to loaded LPG and hopper cars.
7. Back locomotive, with O-I-destined cars at both ends, onto main line and westerly of new O-I spur switch.
8. Move down Spur Track A, coupling arriving loaded hopper cars to any waiting, loaded hopper cars and move down spur to pick up unloaded hopper cars.
9. Pull string of cars up spur "A" as required for steps 15 and following.
10. Disconnect locomotive from hopper cars and move west with LPG cars and cars destined for warehouse until LPG cars clear Spur "C" switch.
11. Move down Spur "C" to "clear point" for warehouse spur and disconnect cars destined for warehouse.

12 a. If there are no LPG cars coming in, move locomotive beyond warehouse spur switch.

b. If LPG cars are being pushed in and there are no empty LPG cars to take out, push incoming LPG cars onto Spur "D."

c. If LPG cars are being pushed in and other LPG cars are waiting to be taken out, push incoming LPG cars on Spur "C" past the Spur "D" switch. Bring locomotive back past switch. Go into Spur "D" and bring out empty LPG cars. Push them out Spur "C" and couple to incoming LPG cars. Back all LPG cars southwesterly past Spur "D" switch. Push all LPG cars onto Spur "D."

13. Back locomotive into warehouse spur and connect to outgoing cars.
14. Move outgoing cars out onto Spur "C."

What follows depends on the number of outgoing cars from O-I. If it is relatively small, continue with Step 15. This is expected to be the most frequent condition. If it is large, go to 15a.

15. Move outgoing cars onto Spur "A" via crossover track and couple to outgoing cars there.
16. Uncouple all outgoing cars from remaining cars and move outgoing cars cars onto Spur "C."
17. Move westerly on Spur "C" and couple to incoming warehouse cars.
18. Move easterly until incoming warehouse cars clear warehouse switch.
19. Move into warehouse spur and deposit incoming warehouse cars.
20. Move easterly onto Spur "C". Couple locomotive to outgoing LPG cars, if any.
21. Move outgoing cars up Spur "C" and out onto main line and uncouple outgoing cars on west end of locomotive.
22. Move locomotive via siding to beyond east switch of siding. (If it has an empty LPG car, it will have to take it east on the main line and add it to the train, then back west past the siding switch.)

23. Back along main line and couple to train.

24. Back train along main line and connect to outgoing cars from O-I.

25. Proceed to next customer.

For larger numbers of cars, the following switching procedure will be required:

15a. Move outgoing cars onto Spur "A" via crossover track and couple to outgoing cars there. (Last car may be on crossover track but must be clear of Spur "C.")

16a. Uncouple locomotive and move onto Spur "C."

17a. Move westerly on Spur "C" and couple to incoming warehouse cars and put them into warehouse.

18a. Move easterly past warehouse spur switch.

19a. Push inbound warehouse cars onto warehouse spur and deposit.

20a. Move locomotive easterly onto Spur "C."

21a. Move locomotive west on Spur "C" and onto upper end of Spur "A."

22a. Move locomotive down Spur "A" and couple to string of cars. (Move string of cars down Spur "A" and pick up empty LPG cars on Spur "D" if necessary.)

23a. Move string of cars up Spur "A" and out onto main line.

24a. Push string of cars easterly on main line and couple to train.

25a. Uncouple hopper cars to remain at O-I and back along main line west of O-I spur switch.

26a. Move hopper cars down Spur "A" to unloading shed.

27a. Disconnect locomotive and back out to main line.

28a. Move locomotive via siding line beyond east switch of siding.

29a. Back west on main line and couple to train.

30a. Proceed to next customer.

SWITCHING PROCEDURE WITH ONE SPUR

Assume same layout as Owens-Illinois Proposal except eliminate all of Spur "C" westerly of the warehouse spur switch.

1. Move locomotive with cars bound for O-I warehouse east from siding onto main line.
2. Back west on main line past westerly siding switch.
3. Pull into siding and couple to cars not associated with O-I.
4. Uncouple between O-I cars at east end of train and other cars and move train westerly onto main line.
5. Move train easterly on main line past westerly siding switch and uncouple non-O-I cars.
6. Move locomotive, with incoming O-I warehouse cars on its westerly end, west past westerly siding switch.
7. Move into siding and couple to incoming LPG cars and hopper cars.
8. Move west onto main line and past O-I new spur switch.
9. Move onto O-I spur and couple to full and empty hopper cars.
10. Move back out onto main line.
11. Move east on main line and couple empty hopper cars to non-O-I cars.
12. Uncouple between full and empty hopper cars and move west past westerly siding switch.
13. Move easterly onto siding and leave full hopper cars.
14. Uncouple from hopper cars and move westerly onto main line west of O-I spur switch (inbound warehouse cars are on west end of locomotive and inbound LPG cars are on east end).

15. Move easterly onto new O-I spur, take crossover to Spur "C". Stop and drop off inbound cars for warehouse back of clear point for Spur "C." Move onto Spur "C" and switch to Spur "D." If there is an LPG car there to be taken out, couple to it, take it out onto Spur "C," push it northeasterly past the Spur "D" switch, move locomotive and full LPG car southwesterly past switch and push full LPG car onto Spur "D."
16. Move locomotive onto warehouse siding and pick up outgoing warehouse cars.
17. Move out of warehouse siding and past crossover switch.
18. Go onto crossover track and couple to incoming warehouse cars.
19. Go onto Spur "C."
20. Move into warehouse spur and leave incoming warehouse cars.
21. Move out of warehouse spur and couple to outgoing LPG car.
22. Move out to main line.
23. Move east on main line and couple outgoing LPG cars to train.
24. Move west past westerly siding switch.
25. Move east and onto siding and couple to full hopper cars.
26. Move west onto main line and past O-I spur switch.
27. Move onto O-I spur and deposit full hopper cars.
28. Move locomotive and outbound warehouse cars (still on west end) out onto main line.
29. Uncouple outbound warehouse cars and move locomotive east of main string of cars by way of siding.
30. Back locomotive to main string of cars, couple, back to outbound hopper cars and couple.
31. Move on to next customer.

Conclusion

The track layout of the Owens-Illinois proposal at best involves nearly twice as many switching movements as the present layout. Also, many of the movements are longer. The UPRR is not happy with this, but is willing to live with it. If only one spur were provided between the Railroad main line and the crossover track, the number of switching moves would be further increased. This is not acceptable to the Railroad.

APPENDIX E

OWENS-ILLINOIS

OAKLAND PLANT
3600 ALAMEDA AVENUE (1) OAKLAND, CALIF. 94601

GLASS CONTAINER DIVISION
PACIFIC REGION

Address Correspondence to
P. O. Box 1019
Oakland, Calif. 94604

August 24, 1972

Routing

Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg
CONSTRUCTION SECTION
J. M. CARTWRIGHT

RECEIVED
AUG 28 1972

Mr. T. W. Litchfield, Engineer
Department of Transportation
Oregon State Division of Highways
314 State Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

At the meeting held at the Parkrose Owens-Illinois Plant on July 27, representatives of the Oregon State Highway Department, Union Pacific Railroad Company and Owens-Illinois, Inc. discussed two alternate plans for providing new spur track access to the Owens-Illinois plant, as necessitated by the imminent encroachment of Freeway I-205 across the southeastern corner of the Owens-Illinois property, and through the existing service facilities located thereon.

Until recently, the only workable plan under consideration was the one involving northerly-curved full-car storage tracks proposed to be located on soon to be surplus North Pacific Lumber Company land. (See Drawing PR-L-7 and various letters reviewing same.) Tentative agreement to, or acceptance of this proposal was no doubt due to the fact that no other layout seemed feasible within the limits of the available property.

A subsequent review of proposed switching procedures prompted Union Pacific Railroad Company representatives to voice strong objections, with it being their contention that they would be faced with a perpetual four hour overtime switching premium, representing $250 per day. Owens-Illinois agrees with Union Pacific that their daily switching pattern would become quite complex, and we have now become quite concerned with the effect that such a time-consuming procedure might also have upon our own internal operations and efficiencies.

The only counter-proposal which has been offered to-date is the one we recently submitted which would require placing all of the tracks and facilities for handling our raw materials within the northern portion of the existing Union Pacific 100 ft. wide right-of-way. (See drawings PR-L-7C, 01-21-7A and our letter of July 21, 1972.) Union Pacific agrees that switching procedures in this plan become almost ideal, and they have also indicated that approval for this usage of their right-of-way should be readily obtained.

The only obvious disadvantage to this layout from Owens-Illinois standpoint is that our unloading operations would become 90 ft. further away from our batch house operations; however, this can be overcome by

providing an unloading hopper large enough to contain the contents of one car being unloaded, and by providing weather protection to the access-way between the new and old houses.

The major advantage to Owens-Illinois from this layout would be that all of our daily plant manipulation of loaded cars would be done on a length of tangent track. The axles of idle cars stored on curved tracks such as in Plan PR-L-7 tend to stay adapted to the curve, therefore our future handling of these cars through a switch and onto tangent track would probably be limited to one car at a time, resulting in a loss of both time and efficiency. Winter-time conditions of stiff grease in journal boxes and frozen controls or mechanisms would also make operation on the curved track even less desirable. With the tangent track we could probably move a string of cars as a unit (such as we now do) thus resulting in much less handling time and obviously greater efficiencies.

In the July 27 meeting, it was agreed that we would assemble preliminary cost figures of the two alternate proposals. Accordingly, attached are copies of my best guess on the "in-plant" costs of the two plans. Union Pacific is to provide the costs for installing or removing all of the necessary track work, and the State is to furnish the costs for railroad grading, freeway retaining walls and other items relating specifically to one layout versus the other.

It would be our suggestion that after the cost figures for the two alternates have been assembled, another meeting should be held to review these as well as the known and also the intangible operational costs and efficiencies, before arriving at the final recommended plan.

Please advise if we may be of any further assistance.

Yours truly,

S. J. Blair

S. J. BLAIR
General Engineering Department

vb
8/24/72

Copies to:
GL Green
FD Kladoc
RL Schroeder
LI Lindas
LH Young
FL Hall
WJ Hart
DH Moehring
HS Coulter
LC Grothaus
Jack Heila

PLAN PR-L-7 (Curved railroad spur on North Pacific surplus land)

1. Revisions to surplus N.P. Land:

Excavate 60,000 sq. ft. - 2 ft. avg. depth @ 1.00 c. yd.	=	$ 4,000
Paving - 50,000 sq. ft. @ 30¢ (excluding LPG area)	=	15,000
Fence Removal 700 lin. ft. @ 50¢	=	350
Fence Relocation 700 lin. ft. @ $2.00		1,400
		$20,750

2. Building 20 Relocation

3,850 sq. ft. @ $6.00 (assuming new construction)	=	$23,100
Demolition of Footings (Building torn down for salvage)	=	900
		$24,000

3. Relocate LPG Facilities

3 sets of concre e piers (labor, form, concrete, reinforcing, etc.)	=	$ 6,000
Relocate railroad car unloading tower and compressor	=	1,000
Relocate fork lift station and pump to vaporizers	=	1,000
Crane and truck to move three tanks	=	1,350
Repaint tanks, piping, etc.	=	450
Piping Materials	=	3,500
Piping Labor	=	3,000
Electrical (Labor and Materials)	=	2,500
5,000 sq. ft. paving for truck unloading @ 30¢	=	1,500
Premium for burnoff of 20,000 gallon min. storage	=	2,000
		$22,300

4. Oil Dike Revisions

400 c.y. excavation @ $2.50/c.y.	=	$ 1,000
Demolish and relocate filling system	=	1,500
4,000 sq. ft. paving @ 30¢	=	1,200
40 c.y. retaining wall @ $100/c.y.	=	4,000
		$ 7,700
Total (1, 2, 3 and 4)	=	$74,750
Engineering, Field Supervision, etc.	=	$ 7,500
GRAND TOTAL		$82,250

G.E.Dept.
8/24/72

PLAN PR-L-7C (Railroad spur on Union Pacific R/W)
(See PR-L-7 for cost breakdown of items 1, 2 and 3)

1.	Revisions to North Pacific Property	= $20,750
2.	Building 20 Relocation	= 24,000
3.	Relocate LPG	= 22,300
3A.	Plus Additional Piping ($1,000) and Labor ($500) for railroad car unloading (separate facilities)	= 1,500
4.	Retaining Walls at Gas and Water Meters	= 1,000
5.	New Car Unloading Facilities	
	Excavation - 300 yds. @ $2.00	= $ 600
	Concrete footings, Pit, Slab, etc. - 115 yds. @ $150	17,250
	Concrete Tunnel 95 yds. @ $150	14,250
	New Unloading Building (25' x 75' x 25' high) ~~1875~~ 1875 sf. ft. @ $7	= 13,125
	Conveyor extension, hopper, grizzly, etc.	= 60,000
	Remove 1500 l.f. fence @ 50¢	= 750
	Relocate 1500 l.f. fence @ $2.00	= 3,000
	Relocate one gate and install one new gate	= 300
		$108,275
	Total Items 1 through 5	= $178,825
	Engineering, Field Supervision, etc.	= 17,875
	Grand Total	= $196,700

105,225

G.E.Dept.
8/24/72

8536

October 29, 1976

Attention: W. G. Humphrey - OI - NTC
H. Gehm - OI - NTC
S. J. Blair - OI -- Oakland
J. B. Chidsey - OSHD, Dept. of Transportation
Railroad & Utility Unit
Highway Division
Room 5, State Highway Bldg.
Salem, Oregon 97310

cc: D. H. Fox - OI - NTC
R. Christoph - OI NTC
T. P. O'Donnell - OI - NTC
L. T. Brown - OI - Oakland

Subject: Portland Freeway
Owens-Illinois Plant #21
Project Orientation Meeting
Site Vist
Project # 7521.006

On Monday, October 25, 1976, Messrs. S. Blair, A. Pilz and W. Humphrey travelled to the Portland Plant to meet with both plant personnel and highway dept. officials, in addition to touring the grounds and facilities subjected to proposed modification. Generally, the visit was intended to be an intorduction of Corporate Engineering to the project site, personnel involved and project activity to date.

The following people were present in an afternnon meeting and tour of the grounds:

J. B. Boyd - Right-of-Way Engineer - OSHD
R. W. Ellison - Asst. Bridge Engineer - OSHD
P. Preston - Agreements - OSHD
T. Blachly - Bridge Design - OSHD
L. Grotheus - Metro Right-of-Way - OSHD
G. St. Clair - Metro Right-of-Way - OSHD
K. D. Limbocker - Metro Design Engineer - OSHD
J. E. Chidsey - Railroad Utility Engineer - OSHD
R. Hansen - Plant Engineer - OI
S. J. Blair - General Engineering - OI
W. G. Humphrey - Corporate Engineering - OI
A. R. Pilz - Corporate Engineering - OI

To summarize pertinent points observed and discussed, please note the following:

NOTED
R. L. SCHOLZ

RECEIVED
NOV 5 1976
Office of
Assistant State Highway Engineer

1. The Highway Dept. was actively proceeding with their engineering responsibility on the basis of an agreed upon track layout proposal by OI, Union Pacific and Highway Dept. in April, 1976. All field survey work is complete with substantial completion of the track profile cross sections and plan. This information is now available and is being transmitted to Toledo.

2. Owens-Illinois suggested that further Highway Dept. engineering activity be curtailed until the Corporate Engineering Group had an opportunity to review the current thinking and prepare an overall site layout. It is felt this layout can be completed and available by mid-November. This is not intended to alarm the Highway Dept. but to caution against work proceeding in advance of current Owens-Illinois thinking.

3. Owens-Illinois received an advanced copy of a report by the Highway Dept. entitled "Owens-Illinois Facility - Cost to Cure". The context is intended to outline in brief; the history of activity to date, agreements to date, scope of the work, and estimated costs to engineer and construct the work as agreed. This information is being transmitted to Toledo.

4. The reporting of Owens-Illinois engineering costs were briefly discussed. The Highway Dept. felt the standard Owens-Illinois format outlined by Mr. W. Humphrey would be acceptable wherein catagories of cost such as estimates, preliminary engineering, design, construction and changes would be assigned separate account numbers.

5. There was no objection by the Highway Dept. to the Owens-Illinois Engineering Dept.'s use of their standard drawing paper, specifications, etc., in the development of an Owens-Illinois engineered package for facilities relocation. However, the Highway Dept. would like to have Owens-Illinois confine the context of the work on a paper area equivalent to the smaller area of Highway Dept. drawing paper. Standard Highway Dept. drawing paper will be forwarded to Toledo.

6. Owens-Illinois asked Mr. J. Chidsey of the Highway Dept. if the Owens-Illinois portion of the design work had to be certified by a registered engineer in Oregon. He checked into this and stated that Oregon law has a provision applicable on a limited basis which will allow engineers registered in other states having reciprocal agreements with Oregon to certify work.

7. The Highway Dept. is currently structuring an agreement of intent between Owens-Illinois, Inc. and the Oregon State Highway Dept. covering project background, proposed solution, property exchange, rights to construct, engineering, etc. The preliminary draft is forthcoming for Owens-Illinois review.

8. It was agreed that Owens-Illinois would complete an engineered bid package defined in the scope of their responsibility by March 1, 1977, as opposed to the February, 1977 date indicated in the "Cost to Cure" Report.

9. It was agreed that if service interruption of any Owens-Illinois operation or utility operation was necessary, prior approval msut be obtained from Owens-Illinois well in advance of the activity.

10. It will be the responsibility of Owens-Illinois to handle the track operational agreement with the Union Pacific Railroad.

The above items are intended to summarize highlights of the aforementioned visit. If there are additions or modifications, please direct them to the writer.

Sincerely,

A. R. Pilz

OWENS-ILLINOIS
FACILITIES DESIGN ENGINEERING

XC: J. B. Boyd
RW Ellison
Lou Grothaus
K. D. Limbocker
R. N. Bothmann
J L. Sullis
R L. Schroeder.

NOTED
J. E. CHIDSEY

8536

1-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

October 20, 1976

FILE: 626-1909
(330)

FROM: PAUL HAILEY
Senior Designer

SUBJECT: Owens-Illinois and UPRR detour plans

TO: J. H. VERSTEEG
Design Engineer

SALEM

Submitted are plans for Owens-Illinois grading, paving, walls, track layout, drainage, and fencing.

The typical across Johnson Lake was recommended by Dan Gano. Riprap will be placed in the later frontage road contract.

The mound around the relocated oil tank is similar to the existing mound, able to contain a volume equal to twice the capacity of the existing oil tank.

The future "B" railroad spur should be dashed in, or left off the final plans.

Relocated Marx Street shows a minimum of 25-foot right-of-way each side of centerline. This is required for future county takeover.

Our earthwork calculations show 68,000 cubic yards are available at the job-site and borrowsite north of the tracks, while 80,000 cubic yards will be required to make the fills. The borrowsite, as shown, south of the tracks, would provide the additional material, up to 20,000 cubic yards, if necessary. It may be necessary to fence this borrow area.

We assume approximately 12,000 cubic yards will be truck-hauled down North-east Columbia and Northeast 101st. This would require the county to re-open access down Northeast 101st.

The 8-inch metal drainpipe from the retaining wall can be connected to an inlet on a later contract.

Data on a lube-oil tank underneath the "D" spur track will be sent down shortly.

The asphalt paving at the northend of the propane tank turn-around area will require a special typical to drain into the inlet, as shown on the cross sections for "A" 19+00 to "A" 20+50.

Also submitted are plans for the UPRR detour. We do not anticipate drainage problems in the open holes. It may be necessary to complete the walls for the "CN" structure on a later contract. It appears the earthwork will balance; if not, the borrow area south of the UPRR could be used.

ebg

attachments

8536

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE October 6, 1976

NOTED
H. S. COULTER

TO Lou Grothaus
Regional R/W Supervisor

FROM J. B. Boyd
Right Of Way Engineer

SUBJECT Negotiations
Owens Illinois Glass Co.
File 44235
Oregon Project I-205-7(9)313
NE Siskiyou-Washington State Line Sec.
E. Portland Freeway
Multnomah County

After our inspection trip of October 5, the attached letter was received from the Federal Highway Administration. In the body of the letter there are a number of items which you must immediately do to properly document the file. These are the appraisal of the storage building, the standby propane tanks, standby fuel storage tank and dike as well as any other minor facilities within the acquisition area. We should know the replacement cost of such facilities, their depreciated market value, and the cost of such facilities, their depreciated market value, and the cost of moving these facilities to new locations within the area. Do whatever is necessary to determine these costs so that we may utilize it in our final resolvement of this file.

JBB:ha
Att.
cc H.S. Coulter
R.L. Schroeder
Bob Ellison
Jim Chidsey
Charles Mathias

RECEIVED
STATE HWY ENGR
OCT 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form BHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 6, 1976

In reply refer to: 1041RW

SUBJECT: Oregon Project I-205-7(9)213
NE. Siskiyou-Washington State Line Section
File 44235, Owens-Illinois Glass Company

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Right of Way Engineer Boyd has provided us with copies of Mr. Chidsey's memorandum of September 20, 1976, and S. J. Blair's (Owens-Illinois) letter of September 20, 1976, relative to the property that must be acquired from Owens-Illinois Glass Company for construction of I-205. The State's method of proceeding with the acquisition has been a matter of discussion between Right of Way Officer C. J. Mathias and Right of Way Engineer J. B. Boyd.

While no final agreement has been reached between the State and Owens-Illinois it is our understanding that in lieu of monetary compensation the State intends to reconstitute the company's facilities by letting a construction contract and to trade excess land to the company in return for the land needed for highway construction.

We concur that the spur railroad facilities, the easterly access road, the existing underground raw materials conveying system, reestablishment of existing utilities, and reconstitution of fencing is absolutely necessary to the operations of the Owens-Illinois plant. Unless such facilities are reestablished the manufacturing process would be seriously hampered and extensive damages would occur to the property. Therefore, we believe it is appropriate to reconstitute these facilities. However, it is the responsibility of the State to provide the State's appraisers and review appraiser with an engineering study as to the costs involved as well as an analysis of the reasonableness of the proposed reconstitution and that such reconstitution does not include facilities or betterments over and above those presently possessed by the company.

While we concur with the State that a before and after appraisal of the property is not necessary it will be necessary to prepare the proper number of appraisals and review appraisal prior to finalization

10-7-76 Boyd TAA
Copy To

NOTED
R. L. SCHROEDER

By Rubin 10-7-76

RECEIVED STATE HWY ENGR
OCT 7 '76
REFER TO Technical
FOR
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Office of
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of negotiations covering the land to be acquired from the company as well as valuation of certain facilities. This would include the existing 40' x 100' storage building, the standby propane tanks, the standby fuel storage tank and dike, as well as any other minor facilities within the acquisition area. The appraisal should include the replacement cost new of such facilities as well as their depreciated market value. In addition, the appraisal should include the cost of reconstituting such facilities. Inasmuch as the appraisal involves real property it may not include the engineering expenses of Owens-Illinois.

We concur that the State should have an appraisal made of the excess land that will be used in the land exchange with Owens-Illinois Glass. We understand this property is to be acquired from North Pacific Lumber Company.

Basically, the State proposes an exchange of land and construction to mitigate damages. The latter procedure is provided for in Paragraph 5q of FHPM 7-1-3. FHWA is, in effect, concurring that the cost-to-cure method represents a reasonable approach of determining the damages of reestablishing railroad service, reestablishing the conveyor system, reestablishing the easterly access road, reestablishing essential utilities, and fencing. This method is proper in this case as failure to reconstitute such facilities would seriously hamper the operation of the company's plant and result in extensive property damages. The other facilities that are to be appraised can be included in the construction to be performed by the State but it must be shown that the cost of their reconstitution is justified.

We recognize the complexity of the problem and will work closely to resolve any difficulties that might arise.

G. Mathes for
G. L. Green

8534

OWENS-ILLINOIS
Glass Container
Division

September 20, 1976

Mr. J. E. Chidsey, Railroad & Utility Engineer
c/o Oregon State Highway Division
State Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Dear Jim,

In accord with our telephone conversation of August 31, this letter is intended to record the present status of the proposed encroachment of Freeway I-205 on the property and facilities of the glass container manufacturing plant of Owens-Illinois Inc., located in Parkrose, Oregon.

I have personally been involved in all of the meetings, conversations, and correspondence with the Oregon State Highway Division concerning this matter since 1968, however the Division has successively been represented by Messrs. Johnson, Porter, Schroeder, Coulter, Litchfield, and yourself. During this period of time, the alignment of the proposed freeway has remained fairly constant, however the basic type of construction has changed from the originally proposed high-level structure overpassing the Union Pacific Railroad to the presently proposed depressed roadway under-passing the railroad. Although many alternate spur track proposals have been studied over the past several years, it has only been recently that agreement has finally been reached on trackage to replace the existing, which can adequately fulfill the three basic requirements of 1. adequate service to Owens-Illinois, with 2. switching procedures which are acceptable to the Union Pacific Railroad, and at 3. costs which may be within reasonable limits and acceptable to the Division of Highways.

In view of the many changes in responsible personnel and the written and verbal agreements reached therewith during the several years of meetings, as well as the miscellaneous design changes over the years, this letter should now serve as an up-to-date record of our understanding of said previous agreements (where presently applicable), as well as the proposed methods for accomplishing same.

The proposed alignment of the Freeway in the immediate O-I vicinity, will require that the State acquire certain pieces of property from Owens-Illinois Inc., the adjacent North Pacific Lumber Company and the present owners of the also-adjacent land at the Eastern portion of "Johnson Lake". In the resulting adjustment to property lines, Owens-Illinois will lose approximately 33,300 sq. ft. in its present railroad spur track approach area, and approximately 58,800 sq. ft. in its present eastern access roadway area, (including, of course, the roadway itself) for a total property loss of 92,100 sq. ft. Partial compensation for this loss will be accomplished by the State giving title to Owens-Illinois of the approximately 64,800 sq. ft. of "soon-to-be surplus" land lying west of the proposed freeway, and which land will have been formerly a portion of the

NOTED
R. L. SCH...

NOTED
J. E. CHIDSEY

RECEIVED
SEP 24 1976
Office of
Assistant State Highway Engineer

3600 Alameda Avenue, Post Office Box 1019 Oakland, California 94604 (415) 532-7373

North Pacific Lumber Company property. Although the above exchange of properties will result in a net loss to Owens-Illinois of 27,300 sq. ft. of property, Owens-Illinois has previously indicated its willingness to exchange these properties without further compensation, provided that the State furnish Owens-Illinois with a formally agreed-to new eastern access road, approaching the O-I property from existing or realigned county roads to the North, paralleling the West side of the proposed freeway and making contact with the existing O-I property in the approximate vicinity of the west end of the present eastern access roadway, at the east end of "Johnson Lake". Up to the present O-I property line, this new roadway will lie on either County or State owned right-of-way, and it will be maintained as a public road, in perpetuity, either by the County or the State. Final alignment of the Southern extremity of this new access road will depend upon the final grading conditions developed by the proposed new railroad spur track and switching facilities, and/or other relocated Owens-Illinois systems.

The proposed installation of the Freeway will totally "wipe-out" the existing facilities and methods by which efficient and acceptable railroad service is presently provided to the Owens-Illinois Plant. Design of a replacement system to adequately fulfill the three basic requirements mentioned earlier has been an extremely difficult process, as attested by correspondence records of over 5 years of meetings. Suffice it to now say that Owens-Illinois believes that with minor adjustments or refinements, the basic system shown on the drawings transmitted with your June 23, 1976 letter to both Owens-Illinois, Inc. and the Union Pacific Railroad Company, represents the best compromise solution available to the many problems encountered. We will not attempt to outline the total trackage system in this letter, however, O-I will shortly prepare and submit to you, a layout drawing based on the RR information shown in your June 23 transmittal, and including also revisions to all other buildings, systems, or facilities affected by the proposed freeway installation.

It is our understanding that the Division of Highways will prepare (or cause to be prepared) all of the design drawings and specifications (of a civil engineering nature) as required for the bidding and subsequent construction of all of the work involved in the proposed new railroad track installation. Included will be layout drawings for all new railroad trackage, switches and bumpers, the earthwork grading for same, the concrete retaining walls required for the grade separations between parallel tracks, as well as any other miscellaneous allied work.

Owens-Illinois Inc. through the services of its Corporate Design Engineering facilities located in Toledo, Ohio, will be responsible for the preparation of the design drawings and specifications as required for the bidding and subsequent installation or construction for all other buildings, systems or facilities affected by the freeway installation. Included will be (but not necessarily limited to) the relocation of the existing Liquified Petroleum Gas system, relocation of the existing fuel oil storage system, (including a new containment dike); extension of the existing underground raw materials conveying system; provision of a new structure for unloading

raw materials from railroad cars; widening of the existing unloading shed to permit installation of the new curved track to the warehouse; relocation of, (or new construction for) an existing 40' x 100' (±) storage building; and revisions to, or relocation if required, of main meter and valve systems for both the public water supply system and the natural gas fuel system; as well as such changes as may later be determined to be required in the underground fire protection water system. Further involved, but not obvious until design drawings are started, will be all such changes as may be necessary to existing plant grades, paved areas, access roads, gates and fences, storm drainage facilities etc. to allow the revised plant to operate as efficiently as at present.

It is our understanding that all of the drawings and specifications prepared by both the State and Owens-Illinois will be submitted to a general contractor who will bid the proposal to the state, which will then also be responsible for the payments to the contractor. Owens-Illinois will appoint an engineer to serve as our full-time representative during the total construction period. (This person may be the same one who will coordinate preparation of the design drawings.)

As a result of accounting methods which are yet to be discussed and agreed upon between the State and Owens-Illinois, the State will then reimburse Owens-Illinois for all of the engineering expenses which will result from the above involvement.

Presumably all drawings for bid purposes will be available not later than March 1st, 1977, so as to permit the total work to be accomplished during the 1977 summer months, and not later than October 1st. As noted previously, Owens-Illinois cannot permit the above work (and particularly the revisions to the standby fuel oil and gas systems) to be accomplished during the winter season.

Although the state will be responsible for all of the negotiations involving property, in view of the very tight schedule indicated, we presume that actions are proceeding concerning the purchase (or condemnation) of the North Pacific Lumber Company land, and we further presume that the State will make such arrangements with the Union Pacific Railroad as are necessary to permit the installation of some of the proposed Owens-Illinois trackage within the existing 100 ft. U.P. right-of-way. Obviously Owens must have assurance that such a trackage installation will be granted perpetual permission. Unless these two phases of negotiation are now under consideration, or will be soon, the proposed schedule might well be jeopardized with legal involvments.

A copy of this letter will be sent to Corporate Engineering as their introduction to the project. An estimate of the cost of their engineering services cannot be made until after their first meeting re the project, hopefully to be scheduled for the 2nd or 3rd week in October.

I will be out of the country until October 5th, however I will check with you immediately upon my return to the office in order that we may proceed as outlined.

Yours truly,

S. J. Blair mj

S. J. BLAIR
General Engineering

mj

8536 I-205

Form 61-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
September 9, 1976

FILE: 626-1909
(330)

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Stage construction I-205
Owens-Illinois and
related work

TO: J. H. VERSTEEG
Design Engineer

SALEM

Opportunity exists to provide two small contracts to construct the railroad shoofly, the Owens-Illinois correction work, and frontage road system to replace Marx Street.

The shoofly and Owens-Illinois work can be combined into one contract. The shoofly entails earthwork and the construction of a haul structure. There is about 4000 cubic yards of cut and 11,000 cubic yards of fill involved which means a borrow section must be developed. Adequate material is available between Columbia Boulevard and the shoofly to complete this fill. Trackage is to be placed by Union Pacific. The Owens-Illinois work entails earthwork, wall construction, relocation of (1) oil storage and (2) LP gas storage, ballast, and tracks for the Owens-Illinois service.

The Marx Street access to Owens-Illinois must be maintained during construction, therefore, that portion of the west frontage from the connection with Marx Street on the west, to a logical point of detour on the east, should be included in the first project, together with the detour section to Northeast 101st Avenue.

About 45,000 cubic yards of borrow material will be required to make the embankment sections for the siding, for relocated Marx Street from Station 174 to 180, and for the detour section to 101st Avenue. This material is available in the cut section between existing Marx Street and the railroad.

The second contract would entail construction of two slough crossing structures, excavation of about 6000 cubic yards and borrow of an additional 26,000 cubic yards of material. Specific treatment involving selected backfill materials is required through the Johnson Lake area, leaving 14,000 cubic yards to be obtained from the cut between the railroad shoofly and Columbia Boulevard. This will involve legal haul unless the second project is coordinated with the completion of the railroad shoofly. Coordination with the shoofly connection would eliminate all conflicts between the two contracts, with the exception of haul roads through common work areas. An at-grade crossing of the detoured Marx Street is required.

The resurfacing of Holman Street could be included with the frontage road contract, or be let as a separate job.

ebg

REFERRED TO
Beard Reed
Cole ✓ Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Dup
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
1 Trout

RECEIVED
SEP 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
Other

8536

1-205

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

August 25, 1976

P. O. BOX 8979
PORTLAND, OREGON 97208

D 315-2-130

Mr. J. E. Chidsey
Railroad Utility Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Chidsey:

Please refer to your letter transmitting shoofly print in the vicinity of Owens-Illinois to be constructed account I-205 undercrossing near Fir.

The drawings should be revised to reflect a continuous 0.19 per cent grade, eliminating the vertical curves. Our Kenton Main Line is operated at 35 m.p.h., and the shoofly should be designed accordingly.

Attached hereto is a photo copy of the minimum acceptable spiral.

R-35

Yours truly,

L. A. Kirkeby

L. A. Kirkeby

xc: J. H. Versteeg w/a ttach.
R. W. Bothman
Bob Ewen
J. B. Boyd.

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout
3 Reed WE

RECEIVED
AUG 31 1976
ROAD DESIGN SECTION

Requires Reply ☐
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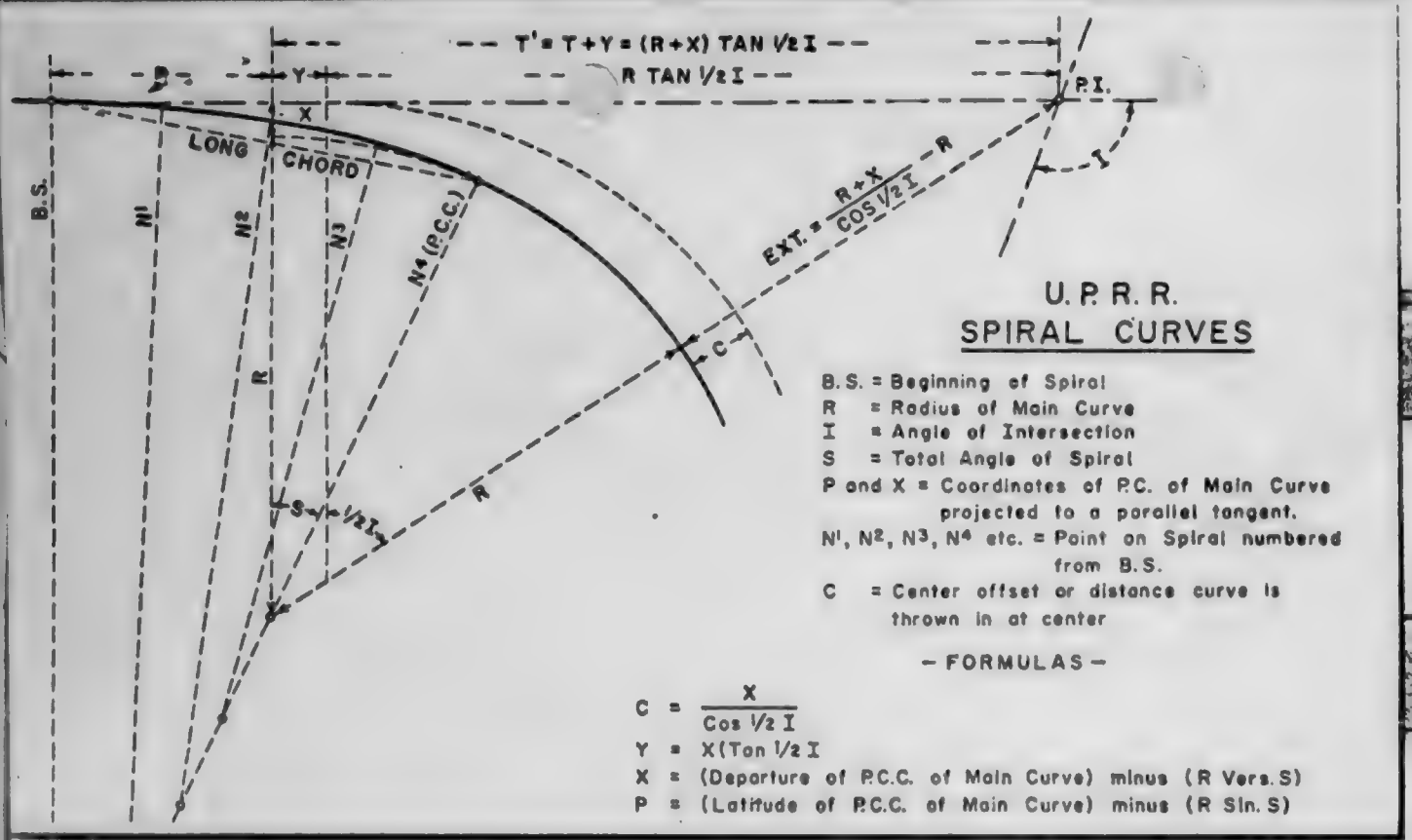
Other

NOTED
J. E. CHIDSEY



U.P.R.R.
SPIRAL CURVES

B.S. = Beginning of Spiral
R = Radius of Main Curve
I = Angle of Intersection
S = Total Angle of Spiral
P and X = Coordinates of P.C. of Main Curve projected to a parallel tangent.
N^1, N^2, N^3, N^4 etc. = Point on Spiral numbered from B.S.
C = Center offset or distance curve is thrown in at center

– FORMULAS –

$$C = \frac{X}{\text{Cos } 1/2\ I}$$

Y = X(Tan 1/2 I

X = (Departure of P.C.C. of Main Curve) minus (R Vers. S)

P = (Latitude of P.C.C. of Main Curve) minus (R Sin. S)

APPLICATION OF SPIRAL CURVES

Select the Spiral Corresponding to the Highest Rate of Speed for Maximum Permissible Superelevation as Obtained from the "SUPERELEVATION ON CURVES" Table, Except Where Governed by Published Speed Restrictions or Special Operating Conditions.

USE OF TABLES

If the Degree of Main Curve is Not Shown in the Tables, the Length of Partial Chord and Values of "S", "P" and "X" may be Obtained by Interpolation Near Enough for all Practical Purposes.

EXAMPLE: For a 2°10' Curve at Speed of 50 MPH, Use Fraction Derived as Follows:

$$\frac{\text{(Degree of Main Curve) minus (Degree of Curve for Partial Chord)}}{\text{(Rate of Change Per Chord)}} = \frac{2°10' \text{ minus } 2°00'}{0°15'} = \frac{10}{15} = \frac{2}{3}$$

Partial Chord = 2/3(30Ft.) = 20'
"P" = 104.988' + 2/3(119.980' − 104.988') = 114.983'
"X" = 0.825' + 2/3(1.178' − 0.825') = 1.060'

Latitudes and Departures of PCC of Main Curve: Add the Following to Tabular Distances for Beginning of Last (Partial) Chord:

LATITUDE: Cosine (Angle "S" up to Partial Chord + 1/2 Central Angle of Partial Chord) x Length of Partial Chord
DEPARTURE: Sine (Angle "S" up to Partial Chord + 1/2 Central Angle of Partial Chord) x Length of Partial Chord

DEFLECTION ANGLE to P.C.C. (Main Curve) from B.S.: Tangent of Deflection Angle = $\frac{\text{Departure of P.C.C.}}{\text{Latitude of P.C.C.}}$

DEFLECTION ANGLE to B.S. from P.C.C. = Spiral Angle "S" minus Deflection Angle from B.S. to P.C.C.

LONG CHORD = $\frac{\text{Latitude of P.C.C.}}{\text{Cosine of Deflection Angle B.S. to P.C.C.}}$

More Accurate Values of "X" and "P" may be Obtained by Use of Formulas on Page 8

SPEED OF 35 MILES PE

TABLE OF SPIRALS - DEGREE OF CURVE CHANGING 0°-30' EACH 30' CHORD

Degree of Main Curve	No. of Chords	S= Spiral Angle	Long Chord of Spiral	R + X	P	X	Log R + X
1°-00'	1	0°-09'	30.000'	5,729.667	15.000	0.020	3.7581294
1°-30'	2	0°-27'	60.000'	3,819.805	20.000	0.070	3.5820526
2°-00'	3	0°-54'	89.999'	2,865.130	44.997	0.196	3.4571443
2°-30'	4	1°-30'	119.997'	2,292.405	59.993	0.393	3.3602013
3°-00'	5	2°-15'	149.990'	1,910.764	74.988	0.687	3.2812070
3°-30'	6	3°-09'	179.977'	1,638.378	89.973	1.009	3.2144135
4°-00'	7	4°-12'	209.952'	1,434.333	104.953	1.648	3.1568500
4°-30'	8	5°-24'	239.908'	1,275.921	119.921	2.354	3.1058238
5°-00'	9	6°-45'	269.838'	1,149.515	134.875	3.235	3.0605147
5°-30'	10	8°-15'	299.730'	1,046.454	149.810	4.312	3.0197201
6°-00'	11	9°-54'	329.571'	960.969	164.719	5.603	2.9827094
6°-30'	12	11°-42'	359.345'	889.072	179.595	7.120	2.0489370
7°-00'	13	13°-39'	389.033'	827.020	194.431	8.900	2.9179884

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-205-7(13)300

STATE PROJECT NO.

Clackamas River - Washington State Line

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

COUNTY NAME
Clackamas & Washington ~~Multnomah~~

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO Rubin
FOR

Info	Leves	R/D	D/R	Sec	Air

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	June 30, 1976	Interstate Route 205	Primary Route 64

GENERAL LOCATION:
Portland Urban Area

GENERAL DESCRIPTION OF WORK:
Utility preparatory work by Consultant

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify)
Utility Preparatory work (Parkrose Water Dist)
TEC $42,585 - FF 39,297

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The Consultant Agreement between Parkrose Water District and the consultant engineering firm CH2M & Hill for engineering services required in the adjustment of water services facilities is hereby approved effective June 30, 1976.

You are authorized to proceed with the pre-design and design phases of work as described in the supplements to the agreement as Tasks #1 and #2.

Total estimated cost not to exceed $42,585.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-76	Glenn V. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—031-000

8536

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

April 23, 1976

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engr.

TO: Files

SUBJECT: UPRR-Owens-Illinois Glass Adjmt.
Columbia River-S.E. Foster Sec.
East Portland Freeway (I-205)
Multnomah County

At 10:00 on Thursday, April 22, I attended a meeting regarding the relocation of Union Pacific Railroad facilities serving Owens-Illinois Glass on the Columbia River-S.E. Foster Section of the East Portland Freeway in Portland. The meeting was held at the Owens-Illinois Glass Company. Those in attendance were:

Bub Blair - Owens-Illinois Glass
Del Roses - Owens-Illinois Glass
Roger Hansen - Owens-Illinois Glass
Bob Orr - Union Pacific
Floyd Hebdon - Union Pacific
Bob Ewan - OSHD
Jim Chidsey - OSHD

We reviewed the proposal for the relocation of the Owens-Illinois track facilities as put together by the Metropolitan Design Office and Mr. Blair commented that the "A" Line which will be the storage and feed line for supply cars should have a grade not to exceed one percent. Mr. Hebdon was reviewing the matter from an operational standpoint and commented that it was his feeling that there was nothing seriously wrong with the plan as presented with the exception that he has requested a cross-over between the "A" and "C" Line to be installed inside of Owens-Illinois Glass facilities. This cross-over will facilitate the spotting and switching of empty and full cars within the Glass plant area.

Bob Orr commented that he would have his people commence the necessary design work to put in the requested cross-over and further commented that it may be necessary to install additional tail track on the "A" and "C" Lines to provide adequate car storage. In addition to the proposal as presented, it will be necessary to put a spur track off of the "C" Line out of the end to accommodate propane tanks as they are required by Owens-Illinois Glass. The "B" Line will not be built at this time, being included as a future facility for Owens-Illinois' use.

I asked Mr. Blair to prepare a schedule to times which would have to be followed in order to provide the stand-by energy facilities as required by Owens-Illinois Glass. These stand-by energy facilities would include the relocation of the fuel-oil storage tank and the propane storage and unloading facilities. Mr. Blair commented that he would commence work on this and send it to me in the near future. I explained to him that this is necessary so that we can have a feel for the time frame necessary to let the contract for the relocation of Owens-Illinois trackage facilities and other necessary appurtenances.

NOTED
R. L. SCHNEIDER

RECEIVED
APR 23 1976
Office of
Assistant State Highway Engineer

The general mood of the meeting was one of cooperation by all parties involved. The Union Pacific Railroad is convinced that this proposal is workable from their standpoint and have agreed to proceed to the necessary design phase. I requested that Mr. Orr commence preparation of the necessary agreements between the Railroad and the Highway Division to provide for the relocation of facilities and accomplishment of the end result. Mr. Blair commented that as soon as the design was formulated and approved by interested parties, he would commence preparation of the necessary data for a formal agreement between the Owens-Illinois Glass Co. and the Highway Division.

With the tacit approval of Union Pacific Railroad Co. and Owens-Illinois Co. of the proposed scheme, it is felt that this aspect of the right of way acquisition for the East Portland Freeway (I-205) is well on the road to completion. Mr. Blair commented that Owens-Illinois Glass Co. has arrived at the conclusion that this is the only manner of providing rail service to them that would be acceptable by Owens-Illinois Glass. He stated that the proposal which was tentatively agreed to some 18 months ago which provided for access to Owens-Illinois Glass via a structure over the I-205 Freeway in retrospect would not be suitable to Owens-Illinois Glass. This proposal would not provide Owens-Illinois with the necessary maneurverability inside of their facility that they deem desirable and hence has been rejected by them.

JEC:jk

cc: Bob Orr - UP
Bud Blair - Owens-Illinois
~~R. L. Schroeder~~
J. B. Boyd
R. N. Bothman
Bob Ewan.

853.6

FORM 6130

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE March 5, 1976

TO File

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 44235
Owens Illinois Glass Company
New Railroad Design

We met in the Owens Illinois Glass Company Conference Room. The attachment indicates those personnel who were present. Mr. Bud Blair, Engineer for Owens Illinois had prepared sketch maps of the railroad relocation which was satisfactory from his point of view. The advantages to his proposal was that the entire relocation of Owens Illinois could take place on the westerly side of the freeway. This would enable us to produce a simpler design for the shoe flys, etc., required to maintain the service on the railroad. It also eliminates the need for a million plus dollar bridge. It was agreed that we would immediately do the field work necessary to accomplish a satisfactory design within the next two-week period. At the same time the railroad would be reviewing the conceptual design as given them by Mr. Blair as it relates to their operation. Hopefully they will answer us within a two-week period.

The sketch map was discussed with both Mr. Ken Limbocker and Mr. Bob Ewen of the Metro Engineer's Staff and appropriate pencil notations were inserted so that they could actually run this design in the field, prepare profiles, prepare grade separation walls with the appropriate elevation controls to satisfy Owens Illinois. Mr. Jim Chidsey was requested to report to the Metro Office on Thursday of next week to insure that no questions were outstanding as regards to this railroad relocation. Mr. Blair can be contacted by Mr. Chidsey if any questions do arise. The fundamental alterations to the Owens Illinois Plant will not be serious, but will include the movement of the propane storage tanks, the fuel oil tank and a redesign of their hopper system and provide for a truck unloading facility presently used by the hopper cars. The questions arising from the field investigation should be immediately brought to Mr. Chidsey's attention so that they may be resolved in order to keep this problem ongoing.

Copy To Potter
3-8-76

NOTED
R. L. SCHROEDER

RECEIVED
MAR 8 1976
Office of
Assistant State Highway Engineer

The needs to get an operating design complete are serious, for without this we are unable to start whatever is necessary in the way of negotiations on the North Pacific Lumber Company, a part of which is needed to make Owens Illinois whole. Owens Illinois has been more than cooperative in settling for a cost to cure solution and their wishes in this matter should be adhered to as closely as possible.

JBB:jk
cc: R. N. Bothman
R. L. Schroeder
Lou Grothaus
Jim Chidsey
attach.

OI - 205 Meeting — 3/4/76

1. S.J. Blair - OI
2. ~~Bruce Boyd~~ OSHD
3. J.E. Chidsey OSHD
4. R.S Orr UPRR
5. Lou Grolhaus OSHD
6. Gene St. Clair (OSHD)
7. Roger Hansen OI
8. Dick Hughes - O.I

Del Rose OI

8536 I-205

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

FEBRUARY 17, 1976

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

File Reference
D 315-2-130

Mr. J. E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

1 Versteeg
1 Copy Olson
2 Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 25 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Sir:

Please refer to your latest drawing showing revised scheme to serve Owens-Illinois account I-205 construction.

We have reviewed this plan with our operating people and it is not acceptable because of the difficulty in switching. This is because of having to spot incoming raw material on the lead that we must make reverse moves on to switch the warehouse. The Clark & Groff drawing of June 21, 1973 as revised Jan. 21, 1975 by us, is still the most acceptable proposal.

We have not yet been furnished Owens-Illinois proposal to fence the area to provide necessary security for their plant, presume this will be forthcoming in the near future.

R - 200

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby
Superintendent

cc: Mr. Robert Ewen
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Mr. S. J. Blair
General Engineering Department
Owens-Illinois, Inc.
P. O. Box 1019
Oakland, CA 94604

xc: R. V. Bothman
J. H. Versteeg
Adrian Olson
J. B. Boyd

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Hager Waite
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
J. E. CHIDSEY

8536

ROW 18-2

bc: R. L. Schroeder
J. H. Versteeg
Adrian Olson
J. B. Boyd
J. L. Sollis
Lou Grothaus

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

December 19, 1975

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Preliminary Layout
Revised N.E. Columbia Blvd. U'xing
UPRR Kenton Branch
Vicinity Owens-Illinois

Dear Sir:

Enclosed are four colored prints showing the proposed new undercrossing of N.E. Columbia Blvd. with your Kenton Branch tracks in the vicinity of the Owens-Illinois plant. This preliminary proposal shows a new structure at the same location as the existing structure. Originally it was proposed to relocate this structure to the west, but the estimated cost of this relocation work considerably higher than the benefits accrued from it. By leaving the structure in its existing location and rebuilding it to accommodate two tracks, widening the undercrossing opening, and other miscellaneous grading work, it is felt that the total cost of the reconstruction will be offset by the benefits arising from the elimination of the structure over I-205 necessary for the service into Owens-Illinois plant. Also, this proposal does not require the acquisition of additional right of way which may complicate the whole project.

It would be appreciated if you could review this proposal and determine whether this would provide suitable access into the Owens-Illinois plant for rail operations. If there is any further information you require regarding this proposal, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

RECEIVED
DEC 19 1975
Office of
Assistant State Highway Engineer

Form 81-734-3123

8536

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 9, 1975

Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Resume of Activities on Owens-Illinois Spur Relocation
I-205
Multnomah County

TO: R. N. Bothman
Asst. State Highway Engineer

Metropolitan Region, Port.

Attn: Mr. Bob Ewan

At your request I have put together the chronology of the contacts, meetings, decisions, etc., in an attempt to resolve the necessary spur location of the railroad track facilities into Owens-Illinois plant adjacent to I-205.

On April 14, 1971, a letter was received from Owens-Illinois describing the facilities which they felt would have to be restored, replaced, adjusted, etc., in order to accommodate the necessary freeway construction. On December 17 of the same year, a meeting was held with the Federal Highway Administration to review these necessary adjustments to Owens-Illinois facilities in an attempt to gain the approval of the Federal Highway Administration for the necessary relocation.

The first contact made to Union Pacific was on December 22, 1971, at which time a vicinity map was forwarded to them showing the work which would be undertaken during the construction of I-205. Response to this letter was received from Union Pacific on January 27, 1972, in which they outlined their basic criteria for the necessary spur location and other related work.

On May 25, 1972, a meeting was held at Owens-Illinois plant, the first of many meetings among interested parties involved in this matter, to review the work done to this point in time, and to identify the problem areas which required further study and consideration. Shortly after this meeting it was determined that the expertise was not available within the Highway Division to identify and make proposals for the various problems inherent with this spur track relocation. It was decided at this point in time to hire a consultant engineer to work on the railroad facility redesign. Numerous consulting firms in the area were contacted and finally on July 1, 1972 an Agreement was executed with Clark & Groff Engineers of Salem to perform the necessary engineering studies and arrive at proposals for satisfying the Railroad and Owens-Illinois' requirements for constructing a new spur line into the Owens-Illinois plant.

On July 27, 1972, another meeting was held at the Owens-Illinois plant to further explore the various aspects of the problem and identify those particular problem areas which would be covered by the consulting engineering firm. My entry into this problem started on my assumption of my present position on February 1, 1973.

NOTED
R. L. SCHROEDER

RECEIVED
DEC 9 1975
Office of
Assistant State Highway Engineer

On March 14, 1973, a meeting was held with all parties concerned at Owens-Illinois plant at which time Mr. Boyd and I were apprised of all the various aspects of the spur track relocation and given a review as to work done to that point in time. Subsequent to this meeting, I met with Union Pacific and a representative of Clark & Groff Engineers' on April 17, 1973 in the Union Pacific office in Portland, at which time we discussed various proposals which had been advanced by Clark & Groff Engineers'. All but one of these proposals were rejected, and this proposal was taken by Union Pacific for further study. Progress on this matter was quite slow and on June 11, 1974, Union Pacific turned down the one Clark & Groff proposal which had been advanced.

On February 4, 1975, a meeting was held again at Owens-Illinois plant with representatives of the Highway Division, Owens-Illinois, and Union Pacific, and at that point in time a proposal was accepted by all parties as being feasible and accomplishing the major goal of the relocation of the spur track. Owens-Illinois was to furnish certain data necessary for the finalization of the proposal for incorporation into a proposed tri-party agreement which would have finalized the negotiations on this particular phase. Owens-Illinois did not respond to this request for additional information due to work load impressed upon their Chief Engineer and at mid-summer I contacted Owens-Illinois Engineer and requested of him this information. He informed me that he had, in the back of his mind, another scheme which would, he flet, would satisfy the problems at hand with a minimal amount of expense to all parties concerned, and as soon as he was able would draw this plan up and present it to the Highway Division and the Railroad for consideration by them. After numerous phone calls to Oakland by both myself and the Union Pacific Railroad Company, we were finally informed that on December 10 he would be in a posttion to present this proposal to us. Due to an existing airline strike, the meeting of December 10 has been moved forward to December 18.

JEC:jk

cc: R. L. Schroeder
J. B. Boyd
J. H. Versteeg
Adrian Olson
Lou Grothaus

8536

RWO 18-2

bc: E. S. Hunter
J. H. Versteeg
W. J. Hart
J. B. Boyd
R. N. Bothman
J. L. Sollis
Lou Grothaus

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1975

NOTED
E. S. HUNTER

Mr. S. J. Blair
General Engineering Dept.
Owens-Illinois Inc.
P. O. Box 1019
Oakland, CA 94604

Owens-Illinois Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
Federal Project No. I-205-7(13)303

Dear Mr. Blair:

Enclosed are four prints showing the revised railroad access to Owens-Illinois' plant in North Portland. This shows the track alignment which has been tentatively approved by Union Pacific Railroad and is that configuration we discussed in our telephone conversation of January 17th. This plan is the same plan as developed by Clark & Groff and referred by them as Railroad Change, Modification 8, dated August 8, 1973. There have been three minor revisions to this plan as follows: (1) The tail track has been extended an additional 150 feet as per Union Pacific's request. (2) The LPG unloading spur has been added which will allow a car of LPG to be spotted on the spur and left there for your usage. (3) The fuel oil and dike are shown to be relocated. The relocation will be at a point acceptable to Owens-Illinois.

Please review this proposed track realignment and any comments, criticisms or changes you desire, we can discuss at the meeting at 10:00 a.m. on February 4th at your plant in North Portland. If there is any further information you require prior to that meeting, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: Union Pacific-Portland

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8536

bc: ~~E. S. Hunter~~
J. H. Versteeg
W. J. Hart
J. B. Boyd
R. N. Bothman
J. L. Sollis

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 15, 1974

NOTED
E. S. HUNTER

Mr. S. J. Blair
General Engineering Dept.
Owens-Illinois
P. O. Box 1019
Oakland, CA 94604

Owens-Illinois Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
Federal Project No. I-205-7(13)303

Dear Mr. Blair:

On September 10, 1974, I wrote a letter to Union Pacific Railroad Company with a copy to you, regarding the Owens-Illinois Railroad track relocation. In the letter to Union Pacific I enclosed a copy of a Drawing No. 27798 on which the plan and profiles for this trackage have been indicated. I neglected to furnish you with a copy of this drawing. In order to correct this oversight, enclosed is a copy of Drawing No. 27798 on which the plan and profiles for the new trackage has been indicated in red, and the proposed structures have also been outlined. I believe the copy of my letter to Union Pacific will give you the information pertinent to this proposal.

Please review this drawing and advise of any comments, criticism, revisions, etc. you desire to be made. I would appreciate it if after you have had an opportunity to review this matter, if you would contact me so that we might arrange a meeting in Portland among Union Pacific, you, and various representatives of the Highway Division.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: Union Pacific-Portland

RECEIVED
OCT 16 1974
OFFICE OF
ASSISTANT STATE [illegible] ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT - OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

October 15, 1974

RECEIVED
OCT 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Our File: 315 - 2 - 130

Dear Mr. Chidsey:

Please refer to your letter of September 10 concerning the Owens-Illinois track relocation account construction on I-205.

We have very carefully reviewed your profile drawings covering the grade that can be achieved on railroad plan 2-A. The 3% grade that you have shown, while not desirable, can be utilized. The worst condition would appear to be on the unloading track that will be utilized by Owens-Illinois.

There are some objections to your latest plan other than the site problems caused by the oil storage tank in the vicinity of the curve in the tail track. In your proposal you have designed a switch near the Columbia Boulevard overcrossing, and just easterly of that, a second switch that leads down to the O-I plant area. This proposal makes it difficult to switch the O-I warehouse because of the time delay that is involved in coming out from a plant area and entering the main line. The majority of the through train movements are accomplished during the same hours that the switching is done at O-I.

It would be possible to help this situation by constructing an overcrossing over Columbia Boulevard in order to allow the track to be extended westerly. However, this does not appear to be an economical solution to the problem at the present time.

I think it would be desirable if you would meet with Mr. Orr in the Engineering Department, and Mr. Hebdon, Terminal Superintendent, and review some of these problems in the near future so this matter can be concluded. The railroad realizes that there are many problems that are not readily visible in the design of the freeway and trackage in this area. For example, it would appear that the freeway grade could be lowered and alleviate the grade problem on the connecting track. Undoubtedly, there are other problems that are not visible on the drawings that we have that preclude this simple solution.

Will you please consider a meeting as suggested.

Yours truly,

L. A. Kirkeby

cc - G. H. Baker - Portland
R. B. Haacke - Portland
F. L. Hebdon - Albina

XCC: E. S. Hunter
J. H. Versteeg
W. J. Hart
J. C. Sollis
J. B. Boyd
R. N. Bothman

NOTED
J. E. CHIDSEY

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 10, 1974

RECEIVED
SEP 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

Attn: R. S. Orr

Owens-Illinois Railroad
Track Relocation
Columbia River Highway
UP&RR Sec. of East Portland
Freeway (I-205)
Multnomah County
UPRR File D315-2-130

Dear Sir:

On June 11, 1974, you wrote to me regarding the relocation of the UPRR Railroad track of the Owens-Illinois plant in North Portland. In your letter you stated that Union Pacific Plan labeled No. 2A, as previously submitted, seemed to be the most feasible proposal for serving Owens-Illinois and maintain the type of service they must have. This plan has been reviewed by our Bridge Design Section and is in the process of a preliminary bridge design. Enclosed is a copy of Drawing No. 27798 on which the plan and profile for the new trackage has been indicated in red. The proposed structures are also outlined on this drawing.

The profiles shown on the drawing were designated to meet the following criteria:

1. Elevation of the connection track for Owens-Illinois present spur is 35.25 (See Owens-Illinois letter dated July 21, 1972)

2. Grade rate on connection track should meet the minimum possible while maintaining other criteria mentioned herein.

3. Clearance between the bottom of the UPRR undercrossing structures and the roadway surfaces shall not be less than 17-ft. (assumed structural depth from top of rail to bottom of rail is 6.5-ft.)

4. Elevation of legs of turnouts shall not deviate from one another between switch points and frog points.

After establishing the grades to meet the foregoing criteria, the plan was reviewed and the following undesirable qualities of this plan came to light:

1. Flared structure width and with the difference of track grades near the end of the unloading track structure will create complicated design and construction details.

2. Lower structure will reduce sight distance on freeway.

3. Difference in elevations of unloading track structure and mainline structure is less than desirable architecturally.

4. While the connection track grade rate is the minimum possible under the circumstances of Plan 2A; it appears to be steep for a track entering a building.

Upon examination of the profile of the connection track and the unloading track you will note the diversions between these two profiles will tend to indicate that a retaining wall structure will be required between the two tracks. This may be undesirable from the standpoint of Owens-Illinois. Further, in order to maintain a maximum 3% grade on the connection track, it was necessary to put a sag in the unloading track which may present problems in the utilization of this track as storage for empty hopper cars. It is assumed that the full hopper cars will be westerly of the new unloading building and then gravity feed through the unloading building and be stored to the east and with the sag in the unloading track this may create problems of some cars having to be on an ascending track.

It is requested that Union Pacific again review the proposal rejected by your letter of June 11, 1974, to determine if the features of this proposal which were unacceptable by Union Pacific are not of a lesser magnitude than the undesirable features of the Plan 2A. As I understand it, one of the largest factors that made the proposal rejected undesirable, was the lack of sight distance around the necessary curvature in the vicinity of the oil storage tank. At this time, it would seem that if this is the major objection, the oil tank may well be relocated to another position in the Owens-Illinois yard, creating adequate sight distance for the necessary switching movements.

Please review the information provided on Drawing 27798 along with our request for reconsideration of our previous proposal and advise me as to your final decision. If there are any changes you wish to make on the grade or alignment of the plan that we have presented, please feel free to do so, following the criteria as given above.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

cc: S. J. Blair
Owens-Illinois Inc.

bc: E. S. Hunter
J. H. Versteeg
W. J. Hart
J. B. Boyd
R. N. Bothman
J. L. Sollis

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

T. P. ROGERS
SUPERINTENDENT
OREGON DIVISION

JUNE 11, 1974

P. O. BOX 8979
PORTLAND, OREGON 97208

File Ref.

D 315 - 2 - 130

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Please refer to previous correspondence covering Owens-Illinois railroad track relocation on the Columbia River, UPRR Section of the East Portland Freeway (I-205).

Confirming conversation with Mr. Orr in Division Engineer's office, this matter was again carefully considered by our operating and engineering people. The latest plan submitted by Clark & Groff Engineers, Inc. is not acceptable. Our plan labeled No. 2A previously submitted seems to be the most feasible proposal for serving Owens-Illinois and maintaining the type of service that they must have.

If this meets with your approval, will you please advise and we will begin preparation of agreement.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

cc: Mr. S. J. Blair,
Owens-Illinois Inc.
P. O. Box 1019
Oakland, Calif. 94604

xc: E. S. Hunter.
J. H. Versteeg.
J. B. Boyd.
W. J. Hart.
R N. Bothman.
J. L. Sollis

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. F. CHIDSEY

1536

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 28, 1973

TO MEMORANDUM TO THE FILES

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Union Pacific Railroad Relocation
(Owens-Illinois)
I-205

I met with Clif Christianson, FHWA, Jim Chidsey and A. D. Olson on August 27, 1973, to discuss the relocation of the Union Pacific Railroad tracks to serve the glass plant.

Mr. Chidsey explained the proposal that had been prepared by the consulting engineer. This plan has been discussed with both Union Pacific and Owens-Illinois and with minor modifications this plan is acceptable to them.

This proposal including the railroad structures is estimated to cost $500,000. It was agreed that this proposal as outlined would be acceptable. It is recommended that all the track work west of I-205 should be completed at an early date to avoid conflicts with future contracts for I-205.

JHV:jh
cc: E. S. Hunter
R. N. Bothman
Jim Chidsey

NOTED
E. S. HUNTER
cc Rubin
9-6-73

RECEIVED
AUG 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1536

OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

Utility Unit
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 15, 1973

Union Pacific Railroad Company
P. O. Box 8979
Portland, OR 97208

RECEIVED
AUG 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ATTENTION: Mr. L. A. Kirkeby

Dear Sir:

Owens-Illinois Railroad Track
Relocation
Columbia River-UPRR Section
East Portland Freeway (I-205)
Multnomah County
Federal Project # I-205-7 (13) 030
UPRR File: D 315-2-130

Enclosed are four prints of revision number seven as prepared by Clarke & Groff Engineers covering a revision to their proposal of June 21, 1973 on the relocation of the Owens-Illinois Track facilities from the Pacific Railroad Lines adjacent to the East Portland Freeway in Multnomah County.

This plan is a revision of Clarke & Groff's revision number six which I submitted to you on July 16, 1973. The main changes in this revision number seven as compared to number six are an extention of the hopper unloading track eastward and connecting into the spur presently used by North Pacific Lumber Company. The second revision is a shifting of the spur track for Warehouse Service so that it does not require the removal of the existing service building, a modification of the gas distribution facilities, or removal of the present hopper unloading facility. The shifting of the Warehouse Service track closer to the existing UPRR mainline will necessitate the construction of about 250 feet of retaining wall varying in height from two to six feet.

Please review this new proposal and obtain the opinions of your operating people. I would suggest after review by you and your people of this latest revision, a meeting between you, John McDonald

of Clarke & Groff, a representative of Owens-Illinois, other interested parties, and myself would be advisable, at which time points of conflict could be brought up and possibly resolved.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

cc: John McDonald, Clarke & Groff

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla
Lou Grothaus

8531

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 7, 1973
Salem 97310

SUBJECT: Owens-Illinois Track Relocation

To: A. E. Johnson
Deputy State Highway Engineer

From: J. B. Boyd
Right of Way Engineer

ORIGINAL SIGNED
JOHN R. OAKES

I am bringing again to your attention the problems of the above subject track relocation. Hopefully we now have a solution which is agreeable to both Owens-Illinois and to the Union Pacific Railroad. Our negotiations with this organization would indicate that the relocation activity must be done during the summer period as this is their low spot in their production curve. If the reconstruction of their facilities and our contracts cannot be meshed this would appear to involve an additional summer that the overall contract cannot be let.

Summary: I recommend to all who are involved in this problem to review this relocation. If approved it must be followed by right-of-way negotiation for the property involved, and if this program brings any serious problems by construction of the mainline in 1975 recommendations should be suggested by those engineers involved.

JBB:ab
attachment

cc: E. S. Hunter
J. H. Versteeg
Robert N. Bothman
Louis C. Grothaus
Walter J. Hart

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 10 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
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RECEIVED
AUG 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E.E.H.

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 30, 1973

Mr. John McDonald
Clark & Groff Engineers
123 NW Second Ave.
Portland, OR 97209

Owens-Illinois Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
Project No. I-205-7(13)303
R/W Files: 44235 and 44236

Dear Mr. McDonald:

I just completed a telephone conversation with Mr. S. J. Blair, Engineer of Owens-Illinois Inc. in San Francisco, regarding Revision #6 of the modification to Owens-Illinois plant facilities in north Portland. As you will recall, you transmitted this information to me in your letter of July 5, 1973.

Mr. Blair had two comments to make about the proposed revision, which are as follows:

1. He suggests that the new spur track parallel with the UPRR mainline and on their right of way be extended to the east and tie in with the switch of their existing spur track so that the UP has the opportunity of having access to the spur track from either the west or the east end. He further suggests that it may be necessary to continue this trackage further to the east beyond the existing spur track in order to get some positive grade in the trackage to act as a break to prevent the free running cars from possibly entering the UPRR mainline. I suspicion that Union Pacific will possibly have the same requirement. This, however, would not add a significant cost factor to the project.

2. Mr. Blair suggests that the northern spur track which goes into the Owens-Illinois facility be shifted somewhat to the south, sufficient to clear the building that you have noted to be removed so that this facility may be left in place. This would also allow the gas line distribution system to be untouched and would grant adequate clearance to the present unloading facility. Mr. Blair states that the present unloading facility will have to remain as it is in order that Owens-Illinois will

RIGHT OF WAY SECTION
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JUL 31 1973

8536

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 16, 1973

NOTED
E. S. HUNTER

Mr. S. J. Blair
General Engineering Dept.
Owens-Illinois
P.O. Box 1019
Oakland, CA 94604

Owens-Illinois Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
Fed. Project No. I-205-7(13)303

Dear Mr. Blair:

Enclosed are two prints of Revision #6 of the proposed revision of Owens-Illinois track facilities made necessary by the construction of I-205 in Multnomah County. These prints are being sent to you for your review and comments.

This revision combines certain features of the two spur proposals still under consideration, Plans 2A and 3 (UPRR designation). This revision 6 simplifies the single track bridge structure by eliminating the need for the flare which is encompassed in Plan 2A. It is hoped that this plan would provide more flexible service to the warehouse since it would not be necessary to interfere with empty hopper cars in spotting empties in the warehouse or removing loaded cars therefrom. Another benefit would be an improved railroad access to the relocated LPG tanks.

Please review the new revision and advise me as to its acceptance as far as your plant facilities are concerned. I will, at the same time, present this revised plan to the Union Pacific Railroad and obtain from them their general attitudes regarding this proposal. If you desire any further information, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

RECEIVED
JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: UPRR - Portland
Clark & Groff Engineers - Attn. John McDonald

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

8536

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

NOTED
E. S. HUNTER

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 16, 1973

Union Pacific Railroad
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Owens-Illinois RR Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
Fed. Project No. I-205-7(13)303
UPRR File: D 315-2-130

Dear Sir:

Enclosed are two prints of Revision #6, as prepared by Clark & Groff Engineers covering an additional proposal on the relocation of the Owens-Illinois track facilities from the Union Pacific Railroad lines adjacent to the East Portland Freeway in Multnomah County.

This plan, basically, is a combination of Plan 2A and Plan 3, and is presented in an attempt to reduce the structure cost over the East Portland Freeway by eliminating the need for a flared structure, allowing the construction of a single track structure facility. While there is a necessity which still exists for the passing of some signals around the curve, it is felt that this can be performed only with about 300' of walking.

One other benefit of this arrangement would be more flexible service to the warehouse, since it would not necessarily interfere with empty hopper cars. Another benefit would be improved railroad access to the relocated LPG tanks.

This proposal would reduce the cost to the State by an estimated $165,000 for the less involved structures. Some additional costs would be incurred, but would still result in an overall reduction in construction costs.

Please review this new proposal. I would suggest after a review by you of this latest revision, that a meeting between you, John McDonald of Clark & Groff, a representative of Owens-Illinois, myself and other interested persons would be advisable, at which points of conflict can be brought up and possibly taken care of in the revision design.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jly
Enc.

cc: John McDonald, Clark & Groff Engineers

8536

OREGON STATE HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 6, 1973

Mr. Kenneth E. Dunn
Coverdale & Colpitts
140 Broadway
New York, NY 10005

NOTED
E. S. HUNTER

Owens-Illinois Railroad Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
R/W Files: 44235 and 44236
Fed. Project No. I-205-7(13)303

Dear Mr. Dunn:

Mr. John McDonald of Clark & Groff Engineers of Salem requested I send you a print showing the plan and profile of the proposed structures carrying the Union Pacific tracks over the East Portland Freeway, adjacent to the Owens-Illinois Plant in north Portland. Enclosed is a preliminary plan elevation showing two structures parallel to each other, one carrying the Union Pacific main line track and a siding or passing track. The second structure is a single track bridge which will carry the proposed spur track under the Union Pacific plan for relocation of track facilities. Please ignore the portion of the second structure calling for a "spur track II" as this was a consideration being made at one time, and no longer valid. The single line track would have the limits as shown by the red lines on the drawing.

The structures shown on the plans are through steel girders which were chosen to allow adequate vertical clearance without excessive excavation on the freeway mainlines. This type of design limits the number of tracks to two that can be used on any one pair of through girders with any amount of economy.

If there is any further information you desire, feel free to contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
JUN 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jly
Enc.

cc: John McDonald - Clark & Groff Engineers
bc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. N. Bothman
J. B. Boyd
Jack Hesla

8536

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 29, 1973

Mr. John McDonald
Clark & Groff Engineers
123 NW Second Avenue
Portland, OR 97208

Owens-Illinois Track Relocation
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
Fed. Project No. I-205-7(13)303
R/W Files: 44235 and 44236

Dear John:

Confirming our recent telephone conversation regarding the Union Pacific track relocation at Owens-Illinois Glass Works in north Portland, I am hereby requesting you to contact the consulting firm of Coverdale & Colpitts, Inc., in order to have them review the various proposals that have been presented for the relocation and reconstruction of the railroad's service facilities to Owens-Illinois Glass Works. To enable them to be fully informed, I am hereby authorizing you to furnish them with copies of reports submitted to the State Highway Division prepared by you regarding this matter.

If, after reviewing their reports, Coverdale & Colpitts desire a meeting regarding this work, I will be available at virtually any time desired. I am sure that a meeting can be scheduled to include the other members of the Highway Division as may be necessary for a fruitful discussion of this problem with the consultants. If you require any further information, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: A. E. Johnson
H. S. Coulter
J. B. Boyd
J. H. Versteeg
W. J. Hart
R. N. Bothman
Jack Hesla

NOTED
H.S. COULTER

RECEIVED
MAY 30 1973
Office of
Assistant State Highway Engineer

9536

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 18, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project I-205-7(13)303
Clackamas River-Washington State Line Section
Supplement to Consultant Agreement with
Clark and Groff

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The letter form supplement to the consultant agreement with Clark and Groff Engineers, Inc. substituting the firm of Coverdale and Colpitts, Inc. for Koebig and Koebig as subconsultants and increasing the total allowable limit from $5000 to $10,000 is hereby formally approved as requested in Mr. Cartwright's May 7 letter. February 4, 1973 has been previously accepted as the eligibility date for Federal participation in this supplement.

G. L. Green

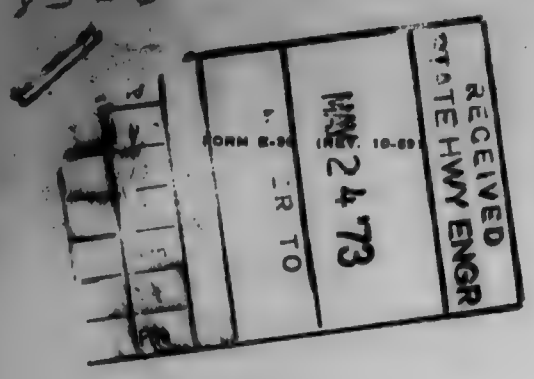
RECEIVED
STATE HWY ENGR
MAY 23 '73
REFER TO
FOR

Orig - 5-24-73

NOTED
A. E. JOHNSON

NOTED
A. E. JOHNSON

9536



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 16, 1973
Salem, OR 97310

• NOTED
A. E. JOHNSON

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Relocation of Owens-Illinois Facilities
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
R/W File: 44235 and 44236

Attached is a copy of the cost recapitulation for the two proposed plans for the relocation of the Union Pacific track facilities serving Owens-Illinois. Plan 2A, which is one involving the additional track paralleling the main line, has a total estimated cost of $660,383. Plan 3, which is the spur track out into the lake, has a total estimated cost of $224,291.

On May 4, 1973, Union Pacific wrote me a letter regarding this project, a copy of which I sent you on May 8, in which they pointed out the additional cost and manpower requirements they would have utilizing Plan 3. Their feeling is that in view of the additional costs and manpower requirements, they can no longer consider Plan 3 as being a workable alternate for this relocation work. If they remain adamant in this feeling, this leaves us only with Plan 2A, which will cost about an additional one-half million dollars to construct due to the cost of the structure necessary to carry the third track and lengthening of the rigid frame structure just east of the Owens-Illinois plant.

In a comparative economic analysis such as this, the cost of the extra switching time involved in each switching operation has to be included. To include this from an initial outlay standpoint, a fund would be set up at interest sufficient that the annual interest from the fund would pay for the annual cost of this extra switching. Analyzing the switching movements, the time involved, and assuming the time period over which these switching movements will be maintained to be in perpetuity, a figure of $440,000 is arrived at, using an interest factor of 4% on the fund. While this 4% interest may seem a little low, when one is considering the long-term investment which perpetuity will generate, 4% is a realistic figure. Putting this extra switching fund into the analysis, the two different proposals come out approximately equal.

In view of the fact that the railroad does not want to entertain any further consideration of Plan 3, tracks in the lake, it would seem that the only alternative we have is to pursue Plan 2A, which involves the third track. Since this plan is the one that the railroad is most favorable to and Owens-Illinois is agrreable to accept either plan, it would seem that this would be the way to go. I have talked with John McDonald of Clark & Groff, and he advises me that he is going to contact the consultant in New York to obtain his expertise

Note: We will await Consultant from New York before taking action. Recommend Plan 2A [illegible]

BP 052475-73

in this matter. Until the consultant can review the situation and make his recommendations to us, I feel there is nothing more we can do at this time. As soon as Mr. McDonald advises me as to when the consultant will be in the area and available for discussion of this, I will so inform you.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: John McDonald - Clark & Groff
E. S. Hunter
J. H. Versteeg
W. J. Hart
R. N. Bothman
Jack Hesla

OWENS-ILLINOIS TRACK REPLACEMENT PLANS

COST RECAPITULATION

Union Pacific Designation	2A	3
COST ITEMS:		
UPRR Costs:		
Track Work	$ 87,703	$ 87,931
Temp. Work	5,000	-
O-I Costs:		
Storage Shed	$ 5,000	$ 5,000
*Unloading House	50,000	50,000
*Misc. Work	13,200	18,400
OSHD Costs:		
Add'l Length of WN Line Str.(25')	54,600	-
Add'l Structure over Fwy.	436,000	-
Grading Costs:		
Fill into Lake	-	40,000
*Misc. Grading	2,000	9,200
*Paving	5,620	12,500
*Fencing	1,260	1,260
SUB TOTAL	$660,383	$224,291
Estra Switching Fund**	-	440,000
TOTAL	$660,383	$664,291

* Clark & Groff Est.
** See attached Sheet

Fund to provide income to pay for annual cost of additional switching by UP under proposed Plan 3.

45 min. add'l time/switching

6 switchings per week - 52 weeks/year

Total Extra time Switching = 6 x 3/4 x 52 = 234 hrs./year

Switch Engine & Crew worth $350/8 hr. day

Total cost/year for extra switching = $235 \times \frac{\$350}{8}$ = $10,237.50/year

say = $10,250.00/year

To provide $10,250/year in perpetuity, an amount "P" would have to be set at an interest rate, i, at the outset.

$$P = \frac{\$10,250}{i}$$

Say i= 4%

$$P = \frac{\$10,250}{0.04} = \$256,250$$ based on 1973 prices

Assuming continuing inflation @ 3%/year; over 30 year period, cost/year 30 years hence = $\$10,250\ (1+0.03)^{30} = \$24,900$.

Using an average figure, cost/year = $\frac{\$10,250 + 24,900}{2} = 17,575$

$$P = \frac{\$17,575}{0.04} = \$439,400$$ say $440,000

8536

10
4-17-73

Salem, Oregon
April 19, 1973

Agenda Item 1o
April 17 Commission meeting

Mr. J. B. Boyd
Right of Way Engineer

Attention: James Chidsey

MISC. CONTRACTS and AGREEMENTS No. 32006

Attached are two copies of an agreement (one fully executed and one conformed) with Clark and Groff Engineers, Inc., pertaining to furnishing of engineering services for a study to determine the most practical method of re-establishing Owens-Illinois private Railroad spur track in Multnomah County.

It is our understanding that you will transmit the fully executed copy to Clark & Groff Engineers, Inc. We have retained a fully executed copy for the Commission's files.

C. W. Read, Secretary

ds
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD
J. B. Boyd
Right of Way Engineer

AGENDA
10

Letter Form Supplemental Agreement
Relocation of Owens - Illinois Facilities
Columbia River - Union Pacific Railroad Section
East Portland Freeway, Multnomah County
Files 44235 and 44236

On October 31, 1972, the State entered into an agreement with Clark & Groff Engineers, Inc. pertaining to the furnishing of engineering services for a study to determine the most practical method of reestablishing the Owens - Illinois private railroad spur track.

The problem of relocating the spur is very complex and will involve more work by the consultant than was originally anticipated. Further, the original review consultant [Koebig & Koebig of Los Angeles] is not available to perform any review work required.

Your approval is requested of a letter form supplemental agreement which revises the $5,000 limit to $10,000 and changes the review consultant to Coverdale & Colpitts of New York City.

This matter will be on the agenda of the meeting on April 17 I recommend your favorable consideration.

j
cc George M. Baldwin
C. W. Head /w/ atts. ✓
F. B. Klaboe
Gary Ross
Gary Sund

(A)
2 COPIES TO BE SIGNED

8536

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 13, 1973
Salem, OR 97310

To: FILES

SUBJECT: Relocation of Owens-Illinois Facilities
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
R/W File: 44235 and 44236

On Wednesday, April 11, 1973, I met in Mr. Bob Orr's office, UPRR in Portland, with him and Mr. John McDonald of Clark & Groff Associates. We discussed the various proposals presently under consideration for the relocation of the Owens-Illinois track facilities in NE Portland. These proposals have been resolved to two plans, one being the "two tracks in lake" plan and the other being the "UP three track" plan. The first plan is the one developed by our consulting engineering firm, Clark & Groff, and what they consider being the most feasible plan for the relocation of the Owens-Illinois facilities. The second plan is the one conceived by UPRR, and needless to say, it is the one that the UP feels is the most workable from their standpoint.

During the meeting, we discussed the manpower requirements of UP during the switching movements necessary to take cars in and out of Owens-Illinois plant. Mr. Orr stated that he would check with his Traffic Dept. and ascertain the number of employees presently required for the switching movements, and the number of employees that would be required for both of the two proposed plans under consideration. This, we feel, is necessary in order to get information on future operating costs during the future switching work.

Mr. Orr stated that in the past, a similar proposal was presented to the UPRR's management for a plant for the Rockwell Industries. This plan was similar insofar as the track layout was somewhat the same and there would be reverse switching necessary. "Reverse switching" is defined as the locomotive switch engine having cars at both ends of the engine during the overall switching program. This plan of Rockwell's, even though it was a new facility, was rejected by UP management since they did not like a reversing movement in the switching pattern. The management feels that the switching should all be handled from one end of the locomotive. In other words, the locomotive always be in back of the cars and generally be pushing ahead or pulling in reverse, never pushing in reverse. Mr. Orr said that he would, however, present the "two tracks in lake" plan to the UPRR management on the Oregon Division level with an attempt to secure their approval of this plan. As soon as he has definite word, he will notify me as to the Division Management's acceptance or rejection of this proposal.

NOTED
E. S. HUNTER
cc Hall

NOTED
A. E. JOHNSON

Mr. Orr pointed out another drawback to the "two tracks in lake" proposal. Any reshuffling of the cars once they are spotted by the UP, can be justification for charges by the UP to Owens-Illinois. The Western Freight Handlers Association, which is the regulatory agency setting freight rates on the West Coast, presently states that the Railroad will spot the tracks on a siding or in a location once at no charge. Any movements made by the Railroad after this initial spotting causing the cars to be respotted in a different location, is subject to a charge to the facility requesting the movement of the cars. As a result of this, the "two tracks in lake" proposal will not allow any reshuffling of the cars by UP's forces. The Railroad plan will, since the cars will be stored on a third track which is on UP's right of way, allow the cars to be reshuffled by UP on a logical basis, simply due to the fact that they would of necessity have to be moved in order to spot additional cars on this siding. As a result of this, it is felt by the Railroad that their plan contains a certain advantage over the "two tracks in lake" plan.

In addition, it is felt that the ICC will, in the near future, issue an order stating that the Railroad will only deliver the loaded cars to the gate of a plan, after which time they will be the responsibility of the plant to do their own spotting, shuffling, etc. On the UP's plan with the three tracks, the UP, with this ICC regulation in effect, would be in a better position to spot the cars inasmuch as the main storage siding for the cars will be on UP right of way and not within the confines of the Owens-Illinois plant. From this standpoint, it is felt that the plan is more feasible to Owens-Illinois, resulting in Owens-Illinois not having to pay some future handling charges which may develop.

Regardless of which of the two plans is accepted, the storage shed between the Owens-Illinois main plant and the UP tracks will have to be removed. This shed will be in the way of either plan that is developed.

One major disadvantage to the UP plan is the work necessary to maintain service to Owens-Illinois while the structural work east of the Owens-Illinois plant is undertaken. There is an on-ramp coming in north of Owens-Illinois that requires a rigid frame structure under UPRR tracks. This rigid frame structure is located such that the existing spur into Owens-Illinois plant will have to be moved easterly from its present location along the track, which will necessitate an easement being obtained from North Pacific Lumber Company. This is not desirable from the standpoint of the relationship that exists between the State Highway Division and North Pacific Lumber. Also, at the time of transfer from the existing or shifted spur track into Owens-Illinois to the new spur as constructed in the three line UP plan, there will be a period of time necessary for the tracks to be removed from the spur and the third line finished. This shifting could cause a time delay as much as a week and Owens-Illinois would not be directly serviceable by railroad facilities. The "two tracks in lake" will not incur this large amount of down time to the spur track, inasmuch as all that will be necessary to complete the transfer from one system to the other is the installation of one switch at the proper location. Therefore, from a standpoint of service to Owens-Illinois, the "two tracks in lake" proposal is more desirable since Owens-Illinois will not be without rail service for a lengthy period.

At this meeting, Mr. Orr gave me copies of the UPRR's cost breakdown for the two plans. This cost breakdown includes the construction items necessary for the construction of both of these two proposals and items necessary under the UP plan for the shifting of the temporary work necessary to relocate the spur during construction of the rigid frame structure. I will endeavor to incorporate this into a total estimate, including all facets of expense foreseeable in order to obtain a monetary cost figure for both of these two plans. Upon completion of this cost estimate, I will present this to those people in the Highway who are concerned with this matter.

J. E. Chidsey
Railroad and Utility Engineer

cc: ~~A. F. Johnson~~
H. S. Coulter
L. H. Young
W. J. Hart
J. B. Boyd
R. N. Bothman
L. C. Grothaus
Jack Hesla

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
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REFER TO Hunter
FOR
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OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

March 28, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

Owens-Illinois Spur
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
R/W File: 44235
Your File: D 315-2-130

Dear Sir:

Attached is a resume of alternates for the replacement spur for the Owens-Illinois plant as prepared by the State's Consultant, Clark & Groff Engineers. This resume examines the three alternate plans agreed upon at the meeting at the Owens-Illinois plant on March 14, 1973.

Please review this resume to see if you concur with the statements made. On March 26, 1973, a meeting was held in Mr. J. B. Boyd's office between Mr. Boyd, John MacDonald of Clark & Groff, and myself; and at this time we decided that the third plan, entitled "Hoppers on Steep Track", was unworkable from a practical viewpoint. So, from this point forward, this plan will no longer be considered one of the three alternative proposals, limiting it down to the "New North Passing Track" and "Tracks in the Lake" plans.

You will note that in this resume a construction schedule is also given as forecast by Clark & Groff. Your review of this tentative construction schedule would also be appreciated.

Yours truly,

NOTED
E. S. HUNTER

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Attach.

cc: John MacDonald - Clark & Groff

bc: ~~A.~~ E. Johnson
H. S. Coulter
J. B. Boyd
F. L. Hall
R. N. Bothman
Lou Grothaus
Jack Hesla

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RECEIVED
MAR 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8536

Form FHWA-121 (12-[illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 1, 1973

In reply refer to: 10-35-FA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(13)303
Clackamas River - Washington State Line Section
Supplement to Agreement with Clark and Groff Engineers

The proposed supplement to the Consultant Agreement with Clark & Groff Engineers, Inc., increasing the total allowable costs by $5000 and substituting the firm of Coverdale & Colpitts, Inc., for Koebig & Koebig as subconsultants has been reviewed as submitted with Mr. Preston's February 21 letter and is approved. You may consider February 21, 1973 as the effective date of that approval. Please furnish three fully executed copies of this supplement for further processing as soon as they are available.

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
R/W - Utility Unit
FOR
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Orig - 3-5-73

NOTED
A. E. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

8536

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 2, 1973
Salem, OR 97310

To: G. L. Green
Division Engineer

Federal Highway Administration

SUBJECT: Relocation of Owens-Illinois Facilities
Columbia River-Union Pacific RR Section
East Portland Freeway
Multnomah County
Project No. I-205-7(13)303
R/W Files: 44235 and 44236

Reference is made to your letter dated January 26, 1973, concerning the agreement between the State and Clark & Groff Engineers, Inc.

At the time the agreement was written, we anticipated the possibility of requiring a second consultant, but the extent of his services was not determined. Therefore, no charges were included for the second consultant in the $5000 limit.

Paragraph IV of the agreement indicated the cost of the work would not exceed $5000 unless the scope or the character of the work was changed: this was in error. That language is used on some of our lump sum agreements where the scope and type of work is known. The language for a time and materials agreement indicates the consultant may not exceed the limit without prior authorization.

We indicated in our letter dated September 25, 1972, that the work required was difficult to determine and it was necessary for the consultant to commence immediately. We didn't require him to prepare a detailed estimate of cost - such as would have been necessary if we were using a lump sum agreement.

As stated in our January 19, 1973 letter, the problem of relocating the railroad spur is very complex. A solution which will replace the function of the spur track at a comparable operating cost for the Owens-Illinois Company without excessive construction costs is very difficult to find. Therefore it is necessary to work out a number of plans, having them studied by the various parties involved, and then revised so that one plan will be acceptable to the Railroad, Owens-Illinois, and the State. This takes time, but we believe we are nearing success.

RECEIVED
FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. E. JOHNSON

Since the alternate to the plans under consideration is a third track which will require an additional structure - estimated to cost $500,000, we recommend more effort be made to find a compromise solution. We feel the requested $10,000 in engineering to prepare a suitable plan which will save a significant portion of the $500,000 is worthwhile.

Since the $5000 limit was a provision required by the State, it appears we can increase it without amending the agreement. Your approval to increase the engineering authorization from $5,000 to $10,000 ($2500 for work to be performed by Clark & Groff forces and $2500 for work to be performed by Coverdale and Colpitts) is requested.

J. E. Chidsey, P.E.
Railroad and Utility Engineer

By

Phil G. Preston
Utility Special Studies Engineer

RECEIVED
STATE HWY ENGR
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FOR
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cc: ~~A.~~ E. Johnson

8536

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 26, 1973

In reply refer to: 10-35-FA

FROM : for G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 29 73
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project I-205-7(13)303
Clackamas River-Washington State Line Section
Consultant Agreement - Clark and Groff Engineers

The Consultant Agreement with Clark and Groff Engineers, Inc. for the study of the relocation of the Union Pacific spur tracks at the Owens-Illinois Glass Plant in North Portland is hereby formally approved. Authorization to proceed effective September 21, 1972, was granted on October 4, 1972.

Copy to Keasey - Litchfield
1-30-73

RECEIVED
JAN 30 1973
Office of
Assistant State Highway Engineer

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

8536

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 26, 1973

In reply refer to: 10-35-FA

FROM For G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
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JAN 29 73
REFER TO
Schroeder
FOR
Info | Insp | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project I-205-7(13)303
Clackamas River-Washington State Line Section
Proposed Amendments to Clark and Groff Consultant Agreement

We have reviewed the two proposed amendments to the Clark and Groff Engineers Consultant Agreement for the study of possible alternates in the relocation of the spur tracks to the Owens-Illinois Glass Plant as described in Mr. Litchfield's January 19 letter, and have the following comments:

1. It will be quite satisfactory to substitute the firm of Coverdale and Colpitts for Koebig and Koebig as stated in Paragraph VII C of the original agreement. There is, however, some question as to whether the charges for this subconsultant's work was intended to be included under the initial $5000 limit. It will be necessary to examine the original estimate to determine what, if any, monies were set aside for this purpose.

2. It also appears that under the wording used in the original agreement the only basis for adjusting the maximum amount would be a material change in the scope or character of the work ordered by the State. We fail to note any evidence of this in Mr. Litchfield's letter. We feel these points must be resolved before any consideration can be given to an increase in the total fee.

Copy to Kenny - Litchfield
1-30-73

NOTED
R. L. SCHROEDER

RECEIVED
JAN 30 1973
Office of
Assistant State Highway Engineer

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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RECEIVED
DEC 13 1972
FORM E-20

FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1972
Salem, OR 97310

To: C. W. Head

SUBJECT: Relocation of Owens-Illinois Facilities
Columbia River-Union Pacific Section
East Portland Freeway
R/W File Nos. 44 235 and 44 236
Project No. I-205-7(13)303

The duplicate original of subject agreement was transmitted to Clark and Groff Engineers, Inc. by our letter dated November 28, 1972.

Xerox copies of the agreement are being distributed as follows:

MISC. CONTRACTS and AGREEMENTS No. 41606

F. B. Klaboe
R. L. Schroeder
L. A. Young
E. H. Moehring
W. J. Hart
V. E. Skoog
F. L. Hall
Jack Sollis
H. S. Coulter
K. D. Limbocker
L. C. Grothaus
Jack Hesla

T. W. Litchfield
Railroad and Utility Engineer

by Phil Preston

Phil G. Preston
Special Projects Engineer

PGP:jly

NOTED
C. W. HEAD

8536

RECEIVED
OCT 24 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE October 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement**
Clark and Groff Engineers, Inc.

In order to construct the Columbia River-Union Pacific Railroad Section of the East Portland Freeway, (I-205) Multnomah County, it is necessary to cross the facilities of the Owens-Illinois plant. This involves the relocation of a private railroad spur serving the Owens-Illinois plant.

Owens-Illinois have insisted that a consulting firm with special skills be employed to study not only the relocation but the marketing impact and other facets of their operation prior to concluding the right-of-way agreement. Therefore, there will be on the agenda for the October 31 meeting an agreement between the State and Clark and Groff Engineers, Inc. This covers the engineering services necessary to evaluate the current procedures and select the most economical acceptable track arrangement and material handling modifications necessary to replace the function of the existing facilities.

The work is estimated to cost $5,000 and has been approved by the Federal Highway Administration with Interstate funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
V. E. Skoog
D. H. Moehring
T. W. Litchfield
L. W. Rulien
Gary Ross
Gary Sund

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RECEIVED
OCT 16

~~UTILITY UNIT~~

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FOR
Info | Travel | R/D | D/R | Sign | Act | File

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 11, 1972

Clark & Groff Engineers, Inc.
3276 Commercial S. E.
Salem, Oregon 97302

ATTENTION: Mr. Warren W. Clark

Re: State-Clark & Groff Engineers, Inc.
Agreement
Relocation of Owens-Illinois facilities
Columbia River-Union Pacific Railroad
Section
East Portland Freeway
Multnomah County
R/W File Nos. 44235 & 44236

Gentlemen:

Reference is made to your letters dated August 30 and September 15, 1972, concerning engineering services for a study to determine the most practical method of re-establishing the Owens-Illinois private railroad spur track.

Attached are duplicate originals of subject agreement. This agreement includes the provisions we discussed in our meeting in your office on September 21, 1972.

This will also confirm our verbal authorization for you to proceed with the work effective September 22, 1972.

Please have the appropriate official sign both counterparts of the agreement and return them to this office for Highway Commission action. A fully executed counterpart will be returned for your files.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

NOTED
F. B. KLABOE

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: F. B. Klaboe

8536

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97208

OCT 0 - 1972

FOR FILES

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 4, 1972

In reply refer to: 10-35-EC

FROM : C. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(13)303
Clackamas River-Washington State Line Section
Consultant Agreement - Clark & Groff

We have reviewed the proposed consultant agreement with Clark & Groff Engineers, Inc. for the study and design of adjustments required in the Union Pacific Spur Tracks in the vicinity of the Owens-Illinois Glass Plant and find it satisfactory. Please furnish three executed copies of the agreement for our formal approval when they become available.

You may consider our authorization to proceed as being effective September 21, 1972, as requested in Mr. Litchfield's September 25 letter.

10-9-72

Mocking - Hunter

RECEIVED
STATE HWY ENGR
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REFER TO
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FOR
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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

8536

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
SEP 26'72
REFER TO

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 25, 1972

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
F. B. KLABOE

Re: Relocation of Owens-Illinois Facilities
Columbia River-Union Pacific Railroad Section
East Portland Freeway
Multnomah County
R/W Files: 44235 and 44236

Dear Sir:

Attached is a draft of an agreement between the State and Clark and Groff Engineers, Inc. for a feasibility study on the relocation of a private railroad spur track serving the Owens-Illinois Plant.

As you know, the State does not have personnel available possessing the special skills required for this work.

Since the amount of work required to furnish a portion of the needed information is difficult to determine and it is necessary for the Consultant to commence their study immediately, we propose to have the Consultant work on an actual time and materials basis.

This problem is relatively minor when compared to the proposed construction of the freeway or the Consultant-State agreement for the design of the Fremont bridge structure. The State will maintain control by setting out the specific objectives in the agreement and by working closely with the Consultant.

This matter was discussed with your Messrs. Burghardt, Mathias and Christianson. It was agreed that an engineering study was necessary and the most practical method of payment would be on an actual cost basis at the Consultant's standard hourly billing rates (a copy of which is attached to the agreement).

Your confirmation of September 21, 1972 as an eligible date for this work and approval of the proposed agreement is requested.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure
cc: F.B. Klaboe

8530 REPLY
JUL 1-1972
FOR FILING
F. & R. Klinck

11

OWENS-ILLINOIS

OAKLAND PLANT

3600 ALAMEDA AVENUE ⓘ OAKLAND, CALIF. 94601

GLASS CONTAINER DIVISION
PACIFIC REGION

August 24, 1972

Address Correspondence to
P. O. Box 1019
Oakland, Calif. 94604

Routing

Kessey — RECEIVED — Pease
Bond — AUG 28 1972 — Glenn
Walker — — 1 Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Mr. T. W. Litchfield, Engineer
Department of Transportation
Oregon State Division of Highways
314 State Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

At the meeting held at the Parkrose Owens-Illinois Plant on July 27, representatives of the Oregon State Highway Department, Union Pacific Railroad Company and Owens-Illinois, Inc. discussed two alternate plans for providing new spur track access to the Owens-Illinois plant, as necessitated by the imminent encroachment of Freeway I-205 across the southeastern corner of the Owens-Illinois property, and through the existing service facilities located thereon.

Until recently, the only workable plan under consideration was the one involving northerly-curved full-car storage tracks proposed to be located on soon to be surplus North Pacific Lumber Company land. (See Drawing PR-L-7 and various letters reviewing same.) Tentative agreement to, or acceptance of this proposal was no doubt due to the fact that no other layout seemed feasible within the limits of the available property.

A subsequent review of proposed switching procedures prompted Union Pacific Railroad Company representatives to voice strong objections, with it being their contention that they would be faced with a perpetual four hour overtime switching premium, representing $250 per day. Owens-Illinois agrees with Union Pacific that their daily switching pattern would become quite complex, and we have now become quite concerned with the effect that such a time-consuming procedure might also have upon our own internal operations and efficiencies.

The only counter-proposal which has been offered to-date is the one we recently submitted which would require placing all of the tracks and facilities for handling our raw materials within the northern portion of the existing Union Pacific 100 ft. wide right-of-way. (See drawings PR-L-7C, 01-21-7A and our letter of July 21, 1972.) Union Pacific agrees that switching procedures in this plan become almost ideal, and they have also indicated that approval for this usage of their right-of-way should be readily obtained.

The only obvious disadvantage to this layout from Owens-Illinois standpoint is that our unloading operations would become 90 ft. further away from our batch house operations; however, this can be overcome by

providing an unloading hopper large enough to contain the contents of one car being unloaded, and by providing weather protection to the access-way between the new and old houses.

The major advantage to Owens-Illinois from this layout would be that all of our daily plant manipulation of loaded cars would be done on a length of tangent track. The axles of idle cars stored on curved tracks such as in Plan PR-L-7 tend to stay adapted to the curve, therefore our future handling of these cars through a switch and onto tangent track would probably be limited to one car at a time, resulting in a loss of both time and efficiency. Winter-time conditions of stiff grease in journal boxes and frozen controls or mechanisms would also make operation on the curved track even less desirable. With the tangent track we could probably move a string of cars as a unit (such as we now do) thus resulting in much less handling time and obviously greater efficiencies.

In the July 27 meeting, it was agreed that we would assemble preliminary cost figures of the two alternate proposals. Accordingly, attached are copies of my best guess on the "in-plant" costs of the two plans. Union Pacific is to provide the costs for installing or removing all of the necessary track work, and the State is to furnish the costs for railroad grading, freeway retaining walls and other items relating specifically to one layout versus the other.

It would be our suggestion that after the cost figures for the two alternates have been assembled, another meeting should be held to review these as well as the known and also the intangible operational costs and efficiencies, before arriving at the final recommended plan.

Please advise if we may be of any further assistance.

Yours truly,

S. J. Blair

S. J. BLAIR
General Engineering Department

vb
8/24/72

PLAN PR-L-7 (Curved railroad spur on North Pacific surplus land)

1. Revisions to surplus N.P. Land:

Excavate 60,000 sq. ft. - 2 ft. avg. depth @ 1.00 c. yd.	=	$ 4,000
Paving - 50,000 sq. ft. @ 30¢ (excluding LPG area)	=	15,000
Fence Removal 700 lin. ft. @ 50¢	=	350
Fence Relocation 700 lin. ft. @ $2.00		1,400
		$20,750

2. Building 20 Relocation

3,850 sq. ft. @ $6.00 (assuming new construction)	=	$23,100
Demolition of Footings (Building torn down for salvage)	=	900
		$24,000

3. Relocate LPG Facilities

3 sets of concre e piers (labor, form, concrete, reinforcing, etc.)	=	$ 6,000
Relocate railroad car unloading tower and compressor	=	1,000
Relocate fork lift station and pump to vaporizers	=	1,000
Crane and truck to move three tanks	=	1,350
Repaint tanks, piping, etc.	=	450
Piping Materials	=	3,500
Piping Labor	=	3,000
Electrical (Labor and Materials)	=	2,500
5,000 sq. ft. paving for truck unloading @ 30¢	=	1,500
Premium for burnoff of 20,000 gallon min. storage	=	2,000
		$22,300

4. Oil Dike Revisions

400 c.y. excavation @ $2.50/c.y.	=	$ 1,000
Demolish and relocate filling system	=	1,500
4,000 sq. ft. paving @ 30¢	=	1,200
40 c.y. retaining wall @ $100/c.y.	=	4,000
		$ 7,700
Total (1, 2, 3 and 4)	=	$74,750
Engineering, Field Supervision, etc.	=	$ 7,500
GRAND TOTAL		$82,250

G.E.Dept.
8/24/72

PLAN PR-L-7C (Railroad spur on Union Pacific R/W)
(See PR-L-7 for cost breakdown of items 1, 2 and 3)

1.	Revisions to North Pacific Property	= $20,750
2.	Building 20 Relocation	= 24,000
3.	Relocate LPG	= 22,300
3A.	Plus Additional Piping ($1,000) and Labor ($500) for railroad car unloading (separate facilities)	= 1,500
4.	Retaining Walls at Gas and Water Meters	= 1,000
5.	New Car Unloading Facilities	
	Excavation - 300 yds. @ $2.00	= $ 600
	Concrete footings, Pit, Slab, etc. - 115 yds. @ $150	17,250
	Concrete Tunnel 95 yds. @ $150	14,250
	New Unloading Building (25' x 75' x 25' high) 18,75$ sq. ft. @ $7	= 13,125
	Conveyor extension, hopper, grizzly, etc.	= 60,000
	Remove 1500 l.f. fence @ 50¢	= 750
	Relocate 1500 l.f. fence @ $2.00	= 3,000
	Relocate one gate and install one new gate	= 300
		$108,275
	Total Items 1 through 5	= $178,825
	Engineering, Field Supervision, etc.	= 17,875
	Grand Total	= $196,700

G.E.Dept.
8/24/72

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RECEIVED
JUN 19 1972
FOR FILMILITY UNIT

Ed H.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 15, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Undercrossing Design
Columbia River-UPRR Section
East Portland Freeway
Multnomah County
R/W File: 44235
Your File: D 315 - 2 - 130

Gentlemen:

This is in reply to your letter dated June 7, 1972, wherein you requested the reasons for the Highway Division's decision to place the freeway beneath your tracks at this location rather than over them as contemplated at one time.

The State studied this problem extensively and decided to place the freeway beneath the tracks for the following reasons:

1. The undercrossing is more acceptable environmentally.
2. The high fill over a poor foundation area is reduced.
3. The structures are less expensive.
4. The profile of the freeway is smoother.
5. The earthwork is more in balance.
6. The design as a whole is more economical.

The decision for using a depressed section through this area was made after due consideration to all related problems, and we recognize that your switching pattern to the Owens-Illinois plant will be less efficient as proposed by Owens-Illinois than presently exists. Please provide us with an estimate of your increased operating cost and also advise as to what must be done to restore your switching pattern to the present level of efficiency.

Bids for the first contract through this area are to be opened during the second quarter of 1973. The spur track location we agree upon will directly affect the relocation of the Owens-Illinois facilities, and the track plan should be completed before Owens-Illinois completes their plan and proceeds with their relocation work. Therefore, we solicit your

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER

immediate attention to this matter so that the spur track rearrangement, the Owens-Illinois plant rearrangement, and the construction of the highway may be phased in their proper sequence. Your cooperation in this regard will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Mr. S. J. Blair - Owens-Illinois

G. L. Green - FHWA w/copy of UPRR letter
F. B. Klaboe "
R. L. Schroeder "
L. I. Lindas "
L. H. Young "
F. L. Hall "
W. J. Hart "
D. H. Moehring "
H. S. Coulter "
L. C. Grothaus "
K. D. Linbocker "
Jack Hesla "

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

Routing

R. B. HARDIN
SUPERINTENDENT
PORTLAND DIVISION

RECEIVED
JUN 12 1972
CONSTRUCTION
SECTION

Pease
Glenn
Litchfield
Berg

JUNE 7, 1972

P. O. BOX 8979
PORTLAND, OREGON 97208

Ref. File
D 315 - 2 - 130

Mr. George M. Baldwin,
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

cc: Mr. S. J. Blair,
General Engineering Dept.
Owens-Illinois Glass Co.
P. O. Box 1019
Oakland, Calif. 94604

Dear Sir:

Sandy-Columbia Blvd. Interchange Section,
East Portland Freeway, Multnomah County

Following the meeting held at the Owens-Illinois office in Portland, Friday, May 26, 1972, this office has given further study and thought to the mechanics of switching the Owens-Illinois plant from the west instead of the east as is presently done.

It appears that the proposed change in our switching procedure will approximately double the time required to switch the plant and increase our operating costs proportionately. It is also evident that the depressed design of I-205 will create a number of problems for the Owens-Illinois operations.

The original plans for this highway called for overcrossing structures of our trackage in this area. I would appreciate your advice as to why the State changed the plans from an overcrossing to an undercrossing. The original overcrossing plans would not have necessitated the extensive changes now contemplated for our trackage and the Owens-Illinois plant facilities.

We respectfully request the State to reconsider the feasibility of an undercrossing at this location. The increased switching time and corresponding costs are only two of the adverse effects resulting from the proposed undercrossing design.

Yours very truly,

R. B. Hardin,
Superintendent

153

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JUN 7 - 1972
FOR FILING

MEMO TO THE FILE

June 1, 1972

Re: Relocation of Owens-Illinois Facilities
Columbia River-Union Pacific Railroad
Section
East Portland Freeway
Multnomah County
R/W Files: 44235 and 44236

On May 25, 1972, the following people met with the representatives of the Owens-Illinois Glass Plant and discussed the disposition of their facilities which will be necessary to accommodate the construction of the above captioned section.

Representing the Oregon State Highway Division were:

H. S. Coulter, Metropolitan Engineer
L. C. Grothaus, Right of Way Supervisor, Metropolitan Division
H. V. Jackson, Right of Way Agent
K. D. Limbocker, Metropolitan Design Engineer
Jack Hesla, Metropolitan Utility Engineer
A. D. Olson, Urban Design Engineer
T. W. Litchfield, Railroad and Utility Engineer

Representing Owens-Illinois were:

S. J. Blair, General Engineering Department
K. H. Lemke, Plant Manager
D. R. Roses, Purchasing Agent
H. R. Dangler, Plant Engineer
Steven Carroll, Cost Control Supervisor
R. A. Franske, Attorney

NOTED
F. P. KLABOE

Mr. Coulter opened the meeting by distributing copies of my memorandum to the file dated December 17, 1971, wherein I discussed the detail of the several facilities of their plant which must be relocated to accommodate our construction. I will discuss each item as set forth in my memo of December 17 and also in the Owens-Illinois letter dated April 14, 1971.

1. Eastern access corridor - It was agreed that the corridor would be re-established substantially as shown on Owens-Illinois drawing PR-L-7, dated March 24, 1971, and that it would be maintained by either the State or the County.

2. Eastern railroad access triangle - This will become a part of a land exchange in which properties of North Pacific Lumber Company will be acquired and exchanged for properties of Owens-Illinois which are required for highway right of way. All this acquisition will be performed by the State and it was agreed that after having their plant restored substantially as shown on their March 24 drawing, Owens-Illinois would ask no further monetary damage.

3. "Surplus" North Pacific Lumber Company property - This property is to be acquired by the State after an agreement is reached with Owens-Illinois and will be conveyed to Owens-Illinois as indicated in "2" above.

4. Railroad spur track facilities - This was discussed at some length, and it was agreed to follow it up further with a meeting with Union Pacific Railroad representatives. This was done on May 26, 1972, where I met with R. S. Colloso, Assistant Terminal Superintendent and T. J. Scanlon, Public Projects Engineer along with Messrs. Blair, Dangler and Roses of Owens-Illinois.

   Mr. Colloso took one look at the track layout as proposed by Owens-Illinois and said that it would take approximately twice as long to switch that layout as it does to switch their existing layout. Various other layouts were discussed, - including 1. extend the existing spur track westerly within the Owens-Illinois plant to cross 92nd Drive and Columbia Boulevard at grade and connect to the main track westerly of the plant; 2. build an overcrossing of the freeway and restore the spur in essentially the same geometric pattern as it has today. Both these ideas were ruled out as impractical.

   After discussion, it would appear to me that in order to restore their efficiency to an equivalent of what it is today it would be necessary to build two tracks paralleling each other from the car unloading house past the oil tank to the new LPG tank location. Mr. Colloso pointed out this would materially improve the switching efficiency of the new plan. No committments were made at the time to establish this track, but sooner or later in the negotiations with either Owens-Illinois or Union Pacific this must be resolved. It may be that Owens-Illinois would be willing to pay all or a portion of the cost of this track, since they would have approximately 700 more feet of track storage than they have at present. This point appears to be negotiable at this time.

5. Liquified petroleum gas storage facilities - As pointed out in my December 17 memo, the third tank is now installed and the three tanks must be moved at a time of the year which will be acceptable to the glass company and cannot be done during the winter. At this time, it appears that the summer of 1973 will be when this will be accomplished.

6. Fuel oil storage tank dike - It was agreed that the dike will be restored by the construction of a concrete wall which will parallel the spur track.

7. Miscellaneous services- The restoration of the various electric, gas, telephone and water facilities was agreed to be accomplished without interruption of service to the glass plant.

We agreed to proceed on the following basis:

1. The land acquired from the North Pacific Lumber Company by the State will be traded to Owens-Illinois for land acquired from Owens-Illinois for the construction of the freeway on an even basis - no additional consideration and no additional damage.

2. Owens-Illinois will hire a consultant to handle the design and re-arrangement of their plant facilities at State expense.

3. The State will arrange for the relocation of existing utilities, at no expense to Owens-Illinois, and with no interruption of service.

4. The relocation of the tracks will be handled with the total re-arrangement of the plant facilities by the consultant hired by Owens-Illinois.

5. The relocation work will be either contracted by Owens-Illinois or contracted by the State, as the condition dictates at the time our contract is imminent.

Mr. Grothaus agreed to have an agreement drawn with Owens-Illinois, File No. 44235, which, after its consummation, will allow the State to file condemnation for the North Pacific Lumber Company property, File No. 44236.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson
F. B. Klaboe
R. L. Schroeder
L. I. Lindas
L. H. Young
F. L. Hall
W. J. Hart
D. H. Moehring
H. S. Coulter
L. C. Grothaus
Jack Hesla

RECEIVED
JUN [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 16 1972
FOR FILING

FORM E-30 (REV. 10-69)

E 17
Col R Bl

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

May 9, 1972

To: Louis C. Grothaus
District R/W Supervisor

METRO

NOTED
F. B. KLABOE

SUBJECT: 44235 - Owens-Illinois Glass Co.
44236 - N. Pacific Lumber Co.
Marine Drive-N.E. Morris
East Portland Freeway
Multnomah County

Please refer to my letter of May 8, 1972, to Mr. Lindas. In answer to the question posed in that letter, Mr. Lindas assured me that we can condem for the parcel from file 44236 needed to put the railroad spur and tanks from file 44235.

Mr. Lindas' assurance is hinged upon a signed agreement with the Owens-Illinois Glass Company that they approve replacing the above structures on this parcel of land and will accept this as part of their remuneration. When this agreement has been received the Right of Way's descriptions must be revised to show the actual area the State will retain in parcel one of file 44236, and the actual area of parcel 2 that will be deeded to the Glass Co.

Our appraisals must then be based upon this segregation.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
Leonard Lindas
L. H. Young
Frank Hall
H. S. Coulter
T. W. Litchfield

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MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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EPF

Col R Xing

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

May 8, 1972

To: L. I. Lindas
Asst. Attorney General & Counsel

BUILDING

SUBJECT: 44235 - Owens-Illinois Glass Co.
44236 - N. Pacific Lumber Co.
Marine Drive-N.E. Morris

NOTED
F. B. KLABOE

Before proceeding with the acquisition of file 44236, No. Pacific Lumber Company, we need your assurance that the State can prove necessity for parcel 2. Parcel 2 is needed to replace some of the facilities for the Owens-Illinois Glass Company, file 44235, as a "cost to cure." This land will be used for a railroad spur and some tanks, and is the only basis we can purchase right of way through the Glass Company without tremendous damages.

There is one other factor that needs to be considered in this purchase in that parcel one right of way is presently described as it would be if parcel 2 were not being considered.

If we are able to purchase parcel one and two, the division between the two parcels will be revised to give parcel 2 more area. This will be done by the construction of retaining walls. Please let us know if this description should be revised now. The best estimate we have is that file 44236 will be one of those files where condemnation will be necessary.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
L. H. Young
Frank L. Hall
Louis C. Grothaus
T. W. Litchfield

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

853 RECEIVED
DEC 28 1971
FOR FILING

MEMO TO THE FILE

December 17, 1971

Re: Relocation of Owens-Illinois Facilities
Columbia River-Union Pacific Railroad Section
East Portland Freeway
Multnomah County
R/W Files: 44235 and 44236

As discussed in our meeting with Federal Highway Administration representatives on September 24, 1971, the undersigned, accompanied by Messrs. Gary Knowlton and Jack Hesla, visited the Owens-Illinois plant on the above captioned section on December 1, 1971, to review the changes proposed to their facilities by their Mr. S. J. Blair in his letter to Mr. Porter, dated April 14, 1971.

We met with Messrs. K. Lemke, Plant Manager and H. R. Dangler, Plant Engineer, who explained the functions of the various facilities which are to be moved and gave us a tour of the plant so we would better understand how these facilities support the function of the plant as a whole.

NOTED
F. B. KLABOE

With reference to their April 14 letter, I will discuss each portion of their plant revisions as outlined in their letter.

1. Eastern Access Corridor. The Company's proposed restoration of this access by the construction of the frontage road westerly of the freeway to connect to other roadways to be built to the north, seems logical and feasible, and I understand has been included in the preliminary plans. This would establish their major access from the east via 105th Avenue which is a superior approach than the one presently in use via 101st Avenue.

2. Eastern Railroad Access Triangle. The State should acquire this property and compensate the company for the land value only, since the facilities occupying this property will be relocated.

3. "Surplus" North Pacific Lumber Company Property. It is obvious that this parcel which will be landlocked by the construction of the freeway should be made available to Owens-Illinois. This parcel is presently being used for the storage of lumber and is 2 or 3 feet higher in elevation than the Owens-Illinois property, therefore, the entire area must be graded to conform to the requirements of Owens-Illinois. The April 14 letter states that there is absolutely no way the Owens-Illinois low pressure gas facilities can be adequately relocated without the use of this parcel of land of North Pacific Lumber Company. It would appear that there will be no higher and better use for this property in the "after" condition than to be conveyed to Owens-Illinois for their use as they propose.

4. Railroad Spur Track Facilities. In the April 14 letter, they indicate they have available 786 feet of track for the storage of railroad cars. Approximately 250 feet of this track appears to be on a grade which may be too steep for normal storage use and lie outside the fenced area of the plant. This gives them an effective storage track 536 feet in length. The replacement fence will be on a 1/2% grade throughout its entire 725 feet, thus affording them 189 feet additional track within their fenced area. The second track proposed in the April 14 letter would be constructed parallel to and northwest from the curved track shown on the drawing.

The spur track proposed to be constructed from the Columbia Boulevard undercrossing to the plant will be on a 3% grade descending toward the plant and will be unsuitable for car storage. A switch must be installed to connect the new spur track to the existing spur track at the east end of the main plant building. The present car unloading house will not be moved, but all switching operations, after track relocation, must pass through this facility. There is also the added operation problem of working around the switch to feed cars onto the spur track which feeds into the south side of the building. It appears to me that the track arrangements as proposed will not be as efficient as that presently enjoyed by Owens-Illinois. It would also be desirable to coordinate the construction of the new Columbia Boulevard undercrossing with this spur track construction, since there may be some economies that may result from this coordination.

The protection of the underground utilities (fire main and gas mains), the relocation of fences and the relocation of their storage building #20, can be handled without difficulty.

Since the April 14 letter states that engineering services for the design and preparation of plans for the track relocations are not available from either Owens-Illinois or Union Pacific, it would appear this could be performed by State personnel subject to the approval of the company and railroad. The inter-connection of the old track with the new track can be accomplished with almost no interruption of services to the plant. It is apparent that a rather detailed sequence of construction must be worked out before the plans for this are completed.

5. Low Pressure Gas Storage Facilities. In the April 14 letter, it is indicated that they proposed to install a third LPG tank prior to October 1, 1971. This is now in place, 30,000 gallon capacity, and is located east of the two existing LPG tanks. Mr. Lemke indicated that during the summer, there are times when at least one of these three tanks will be completely empty and proper scheduling of the work will allow the moving of these tanks without providing a temporary storage facility. Not shown on the drawing are the underground pipes which lead from the tanks to the LPG vaporizer which sits northwest of their fuel oil storage tank. This underground piping system would have to be restored to connect the tanks in their new location. During the winter, the tanks are completely full and any moving during that time would require temporary storage of the contents of the tanks during the move. The function of these tanks is to provide an alternate fule to use in the company's operations when their natural gas consumption must be curtailed. The natural gas curtailment occurs frequently during the winter during periods of heavy use by home owners.

6. Fuel Oil Storage Tank Dike. The dike around the fuel oil tank is intended to contain the oil should the tank rupture. The removal of this earth dike, as shown on the drawing attached to the April 14 letter, will require its replacement by a concrete wall. I see no objection to their proposed revision.

7. Miscellaneous Services. The relocation of the 57 KV primary and secondary services along their present eastern access road and the Union Pacific Railroad property can be accommodated readily by spanning the freeway and rearranging the existing pole spacing slightly. I see no problem in adjusting these facilities. It was pointed out by Mr. Dangler that it is vital that one service be completely functional while the other is being adjusted. I am sure this matter can be worked out with the Portland General Electric Company.

The 8-inch water main belonging to the Park Rose Water District will conflict with the northbound on-ramp to the freeway and will be severed after service is provided from another water main in Marx Street. This requires a crossing beneath the freeway of this new water main.

The 10 3/4-inch high pressure gas main in Columbia Boulevard belonging to the Northwest Natural Gas Company conflicts with the construction of the freeway undercrossing at that point. The 6-inch gas supply line providing service to the plant could be restored to parallel the southbound off-ramp from the freeway to Columbia Boulevard and cross under the Union Pacific tracks at a point west of their present crossing such that it will not conflict with the railroad undercrossing structure.

A telephone service is contracted to the 57KV power lines on the present eastern access road. This can be restored to a similar position after the adjustment of the power poles or placed underground beneath the freeway. No problem is anticipated.

It appears as if the Company proposing these revisions is being quite reasonable if they do not demand damages to their operations in addition to the relocation of their facilities as proposed. It would appear the most economical way to proceed would be to request the Owens-Illinois Company to prepare a detailed plan and specifications for this rearrangement at State expense. These plans then could be either contracted separately or included with our highway construction plans. If we can acquire the landlocked parcel of the North Pacific Lumber Company, under the provisions of ORS 366.330, I recommend we negotiate with Owens-Illinois on the following basis:

1. The land acquired from North Pacific Lumber Company by the State and conveyed to Owens-Illinois would apply as a credit to the value of the land acquired from Owens-Illinois in this transaction.

2. Owens-Illinois would prepare plans and specifications for the relocation of their facilities at State expense.

3. The State would arrange for the relocation of existing utilities at no expense to Owens-Illinois and with no interruption of service,

4. The State would prepare plans and specifications for the track relocation subject to the approval of Owens-Illinois and Union Pacific.

5. The entire relocation work could be either contracted by Owens-Illinois, contracted separately by the State, or included in the State's highway contract whichever proves to be most expedient.

I also recommend that the North Pacific Lumber Company property, File No. 44236, be acquired immediately and that an agreement be entered into with Owens-Illinois, File No. 44235, setting forth the handling of the transaction as outlined above.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson
F. B. Klaboe
L. I. Lindas
L. H. Young
F. L. Hall
I. D. Merchant
D. H. Moehring
R. L. Schroeder
L. C. Grothaus
Jack Hesla

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1971
PORTLAND

(Rev. 5-1-67) (21 CFR 12)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 10, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(9)313
Washington Street Line - NE. Siskiyou Street Section
File 44235 - Owens-Illinois Glass Company

Attached is authorization to acquire right of way from Owens-Illinois Glass Company. This acquisition will necessitate close coordination of the right of way acquisition with the utility and railroad adjustments which will result due to the freeway passing under the Union Pacific Railroad trackage.

From the information submitted with Mr. Young's letter, it is apparent that the major problem involves reestablishment of trackage and utilities to the Owens-Illinois plant. It is suggested that a taking only appraisal be made as damages appear limited to cost to cure items. The State's Right of Way and Utility Liaison Sections should document the State's files as to the necessity to reestablish access, railroad, utilities and other facilities of the property owners. Negotiation and settlement with the property owner should include acquisition of real property as well as necessary adjustments of railroad and utility facilities.

Enclosure

cc:
OSHD (L H Young)
OSHD (D H Moehring)
OSHD (K A Chatwood)
OSHD (T W Litchfield)
C J Mathias (2)

9-15-71
TO
Young

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

FORM PR-1240
(Rev. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(9)313

STATE PROJECT NO.
WASHINGTON STATE LINE - NE SISKIYOU ST. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-448

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 10, 1971	INTERSTATE ROUTE #205
		STATE ROUTE NUMBER: EAST PORTLAND FREEWAY ROUTE 64

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 44235 - OWENS-ILLINOIS GLASS COMPANY AS REQUESTED IN MR. YOUNG'S AUGUST 27, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY — FILE NO. 44235-OWENS-ILLINOIS GLASS CO.
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-10-71	[signature]	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

8536

RECEIVED
AUG 30 1971
FOR FILING

B

August 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 200
Salem, Oregon 97308

Project No. I-205-7(9)313
Wash. St. Line-N.E. Sixtieth
Street Section
(File 44235 - Owens-Illinois
Glass Co.)

Dear Sir:

Your letter of August 6, 1971, on the subject project requested the submission of additional information before authorization could be given for the acquisition of the right-of-way required from the Owens-Illinois Glass Co. property as requested in our letter of July 29, 1971.

We are enclosing a copy of Mr. Gary Knowlton's memo of August 19, 1971, along with a copy of the right-of-way rail map and sketch map submitted by the glass company which should provide the information requested.

We trust this enclosed information will be satisfactory and will now permit your authorization for acquisition of this property as requested in our letter of July 29, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enc.

CL:dg
cc: Tom Edwards
F. B. Klabon
J. R. Oakes
F. L. Hall
R. N. Chase
M. Mitchell

RECEIVED
AUG 11 1971

8532

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 6, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(9)313
Siskiyou Street Section - Washington State Line Section
File 44235 - Owens Illinois Glass Company

4112

Mr. Young's letter of July 29 requests authorization to proceed with the acquisition of a partial taking from the Owens Illinois Glass Company property. The following information is requested before action can be taken:

1. Submit a right of way plan showing the entire property of Owens Illinois Glass Company including information on access to the existing street and roadway system.

2. The right of way sketch shows a frontage road reconnecting to the company's existing road which will be severed near Station 176. Inasmuch as the company has other access to the property, please provide justification for restoration of this access including the cost of constructing the frontage roads.

3. Provide the right of way section's estimated cost of the acquisition including a breakdown between taking and damages.

4. Provide information as to how the company's railroad spur track may be or will be restored. The proposed location should be outlined on a map.

5. Inasmuch as this involves a large and complex industrial plant, appraising the entire property on a before and after basis will be expensive and time consuming. If cost to cure damages appear to be the only damages involved, it may be possible to make a taking only appraisal. Your comments are requested.

cc:
OSHD (Young)
OSHD (Oakes)
Mathias (2 cys)

8-11-71

REFERRED TO
Hall
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

8536

RECEIVED
JUL 30 1971
FOR FILING

July 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Project No. I-205-7 (9) 313
Wash. St. Line-N. E. Siskiyou St. Sec. (ROW)
(File 44235-Owens Illinois Glass Co.)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the subject project. This property is a partial taking on the Columbia River-U.P.R.R. portion of the project; however, it was not shown as right of way on the roll map submitted with our letter of March 30, 1971 and authorized April 1, 1971, as the description was not completed.

The estimated cost of this property is included in the right of way as programmed and obligated on the subject project; therefore, authorization to proceed with the acquisition as requested will not obligate an additional amount of Federal funds.

The relocation plan was approved by your letter of May 12, 1970.

Building demolition as required will be accomplished in accordance with our approved demolition plan.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY-CL:af
cc: J. R. Oakes
R. M. Chase
M. Mitchell

1536

RECEIVED
AUG 3 - 1971
FOR FILING

GLASS CONTAINER DIVISION
PACIFIC REGION

OWENS-ILLINOIS

OAKLAND PLANT
3600 ALAMEDA AVENUE (1) OAKLAND, CALIF. 94601

Address Correspondence to
P. O. Box 1019
Oakland, Calif. 94604

July 27, 1971

Mr. T. Edwards, Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon, 97310

Dear Mr. Edwards:

This is to acknowledge your letter of July 19 in which you advise that the Highway Division is in the process of writing descriptions of the Owens-Illinois property required for the proposed right-of-way for Interstate 205, and that my letter of April 14 and Drawing No. PR-L-7 are being used as a basis for the descriptions being prepared.

We are forwarding a copy of this letter to Mr. Schroeder of the Portland Metropolitan Engineer's office in Portland, with the reminder that I am available for discussions with either right-of-way people or designing engineers, in the event that any of the items in my letter require either interpretation, explanation, or adjustment.

Our new LPG tank has been purchased and is probably now being installed, as suggested in your letter.

Yours truly,

S. J. Blair

S. J. BLAIR
General Engineering Department

mc
CC - Mr. Robert Schroeder, Metro Engineer
Oregon State Highway Department, Portland

Mr. Douglas David, President
North Pacific Lumber Company, Portland

NOTED
TOM EDWARDS

copy
REFERRED TO Hall 8-2-71
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
B. KLARQE

8536

RECEIVED
JUL 20 1971
FOR FILING

July 19, 1971

Mr. S. J. Blair
General Engineering Department
Owens-Illinois
P. O. Box 1019
Oakland, California 94604

4112

Re: Columbia River-Sandy Blvd. Section
East Portland Freeway (I-205)
Multnomah County

Dear Mr. Blair:

Reference is made to your letter of April 14 in regard to relocation of services and facilities for the Owens-Illinois Glass Container Plant in Portland.

We are now in the process of writing the description of the property needed from Owens-Illinois for the right of way for Interstate 205. This has been laid out using the data supplied by your Drawing No. PR-L-7 to establish the position of the relocated railroad spur and the necessary retaining wall between the relocated spur and the off-ramp to Columbia Boulevard. As soon as the description has been prepared, our Right of Way people will begin the necessary work to obtain the engineering studies of the revisions to your facilities, presumably acquiring the services of a consulting engineer.

The time necessary to accomplish this, and possible problems in acquiring the suggested substitute property, is such that we cannot see any possibility of being able to relocate the LPG system prior to October 1, 1971 as you suggest. If it is necessary that a third tank be installed before this winter, it should be installed as you previously planned.

We appreciate the time and thought that went into your plan for re-establishment of your facilities and hope

that the details can be worked out satisfactorily. This work will be done through our Metropolitan Engineer's office as previously discussed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
F. L. Hall
R. L. Schroeder (enc.) copy of corres.
D. H. Moehring (enc.) copy of corres. and plan
T. W. Litchfield " " " " " "

ADO:jp ja

COLUMBIA SLO

LITTLE SLOUGH

JOHNSON LA

205,000 SQ. FT. WAREHOUSE EXPANS. (1980??)

PRIVATE PLANT ACCESS ROAD (1965) - TO BE ABANDONED IN 1980(?)

160,000 SQ. FT. WAREHOUSE EXPANSION (1979?)

TRUCK REPAIR SHED (1967) TO BE ABANDONED 1975 (?)

PRIVATE TRUCK ACCESS ROAD (1965) - TO BE ABANDONED 1975(?)

PRIVATE PLANT ACCESS ROAD - BUILT IN 1955 - ABANDONED IN 1965

(1965)

PAVED TRUCK YARD (1965)

N.E. 92ND DRIVE

GATE

TRUCK DOCK (1955) ABANDONED 1965

PARKING LOT (1970)

PARKING LOT (1962)

PARKING LOT (1955)

FUTURE FACTORY EXPANS. (1977 - 1987)

(1970)

(1962)

(1960)

(1965)

920 FR. EL. 369

6" GAS LINE

6" GAS LINE

ESSE

EXIST. CX RR SPUR TRACK

N.E. COLUMBIA BLVD.

8" WATER MAIN

WATER METER DOR

8"

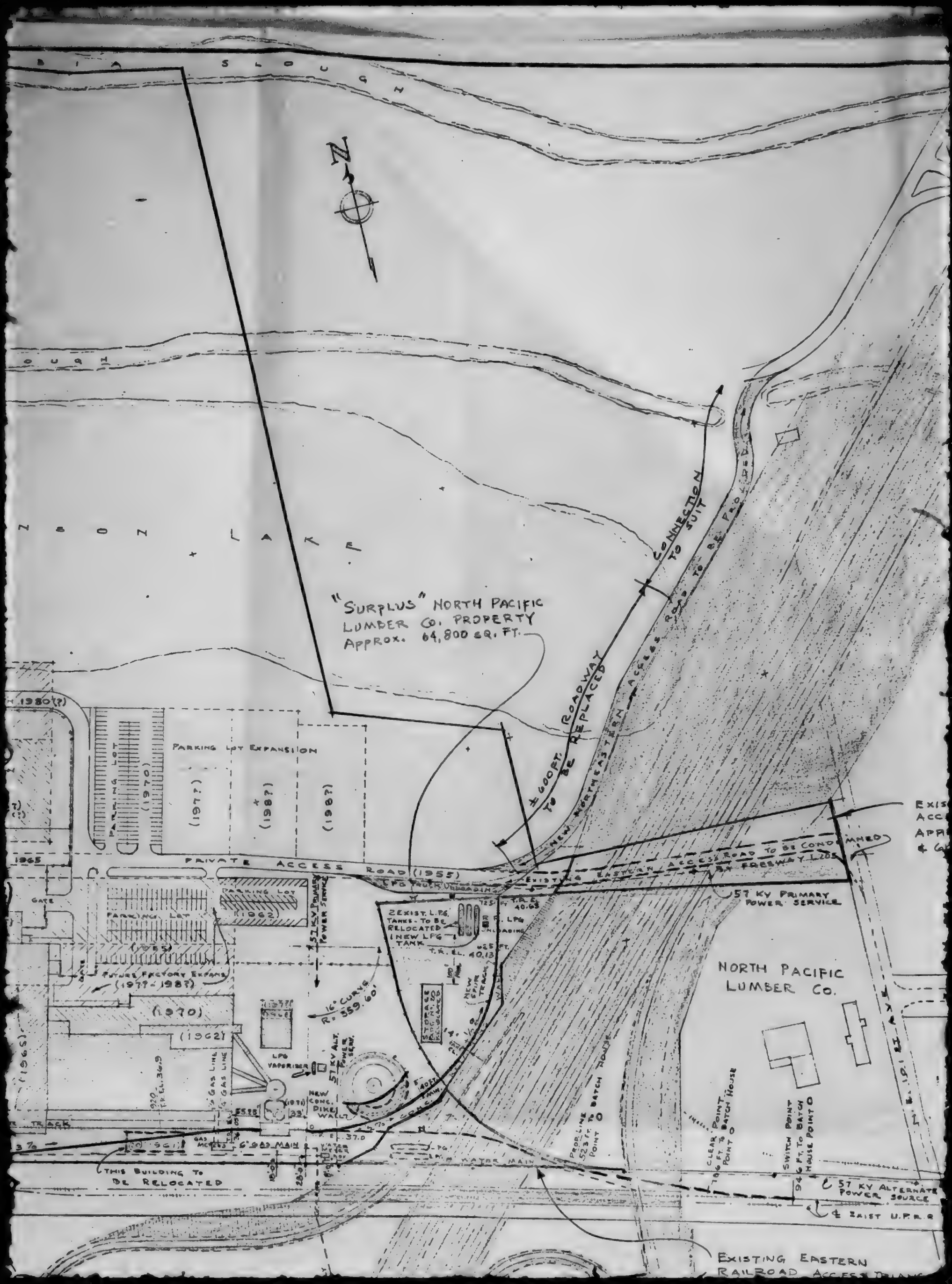
UNDERGROUND FIRE MAIN

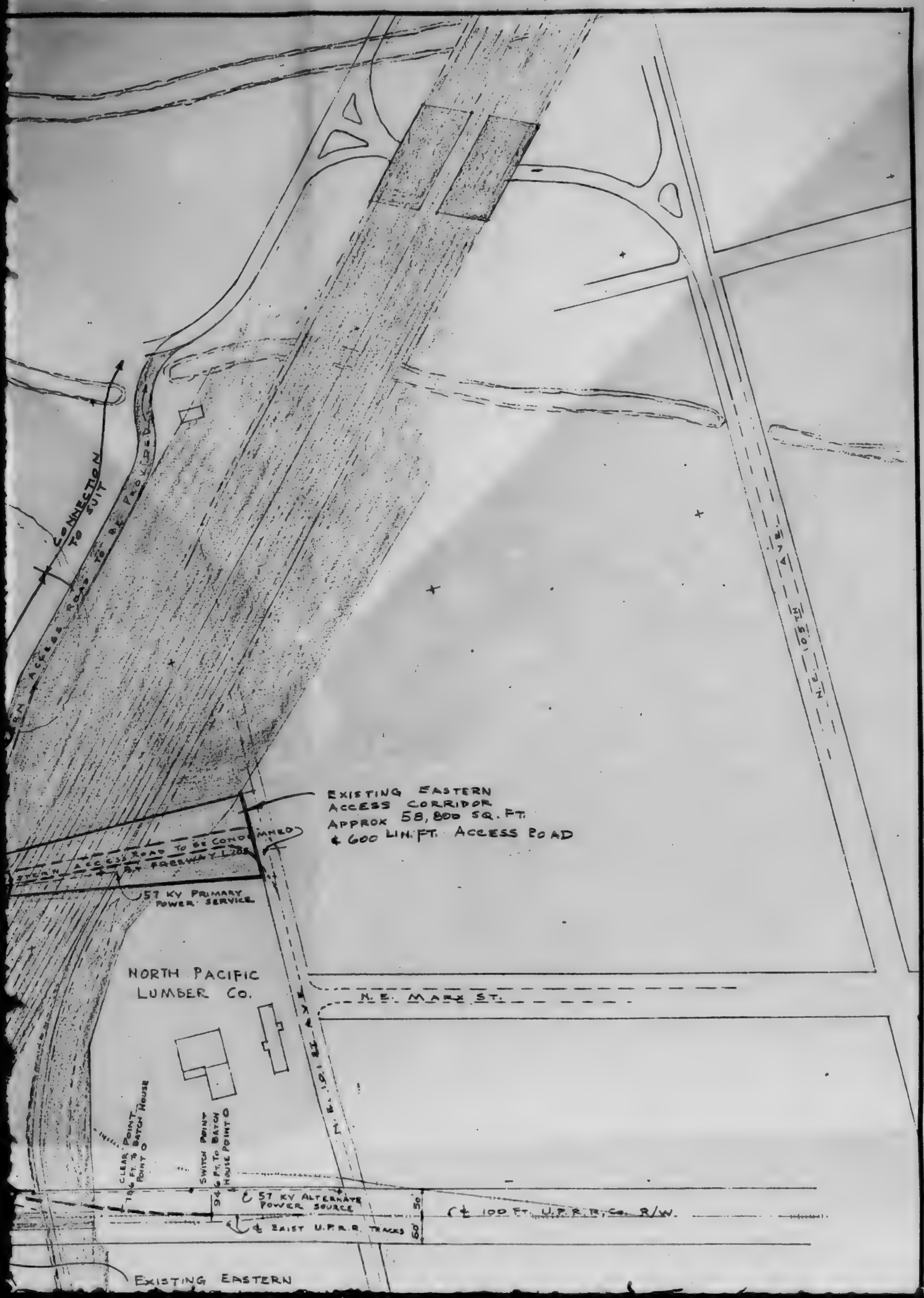
370

NEW SPUR TRACK

THIS BUILDING TO BE RELOCATED

N.P. R.R. LINES WORTH


N
"SURPLUS" NORTH PACIFIC LUMBER CO. PROPERTY
APPROX. 64,800 SQ. FT.
CONNECTION TO SUIT
± 600 FT. ROADWAY TO BE REPLACED
NEW NORTHEASTERN ACCESS
PARKING LOT EXPANSION
(1977)
(1980)
(1980(?))
PARKING LOT
(1970)
(1965)
PRIVATE ACCESS ROAD (1955)
EXISTING EASTERN ACCESS ROAD TO BE CONT'D BY FREEWAY L.205
PARKING LOT
(1962)
57 KV PRIMARY POWER SERVICE
2 EXIST. L.P.G. TANKS - TO BE RELOCATED
1 NEW L.P.G. TANK
FUTURE FACTORY EXPANS. (1977-1987)
R. 16° CURVE R. 359.60'
NEW SPUR TRACK
STORAGE BLDG. NO. 20 RELOCATED
57 KV ALT. POWER SERV.
LPG VAPORIZER
NEW CONC. DIKE WALL
6" GAS MAIN
THIS BUILDING TO BE RELOCATED
NORTH PACIFIC LUMBER CO.
PROP. LINE 523 FT. TO BATCH HOUSE
CLEAR POINT POINT O TO BATCH HOUSE
SWITCH POINT 946 FT. TO BATCH HOUSE POINT O
57 KV ALTERNATE POWER SOURCE
EXISTING EASTERN RAILROAD ACCESS


CONNECTION TO SUIT
ROAD TO BE PROVIDED
EXISTING EASTERN ACCESS CORRIDOR APPROX 58,800 SQ. FT. & 600 LIN. FT. ACCESS ROAD
STORM ACCESS ROAD TO BE CONDEMNED BY FREEWAY T.L.205
57 KV PRIMARY POWER SERVICE
NORTH PACIFIC LUMBER CO.
N.E. MARX ST.
N.E. 19TH AVE.
CLEAR POINT 706 FT. TO BATCH HOUSE POINT O
SWITCH POINT 946 FT. TO BATCH HOUSE POINT O
℄ 57 KV ALTERNATE POWER SOURCE
50
℄ 100 FT. U.P.R.R. Co. R/W.
℄ EAIST U.P.R.R. TRACKS
60
EXISTING EASTERN

LITTLE SLOUGH

JOHNSON LA

205,000 SQ. FT. WAREHOUSE EXPANSION (1980?)

PRIVATE PLANT ACCESS ROAD (1965) - TO BE ABANDONED IN 1980(?)

160,000 SQ. FT. WAREHOUSE EXPANSION (1975?)

TRUCK REPAIR SHED (1967) TO BE ABANDONED 1975(?)

PRIVATE TRUCK ACCESS ROAD (1965) - TO BE ABANDONED 1975(?)

PRIVATE PLANT ACCESS ROAD - BUILT IN 1955 - ABANDONED IN 1965

(1965)

PAVED TRUCK YARD (1966)

N.E. 82ND DRIVE

TRUCK DOCK (1955) ABANDONED 1965

GATE

(1960)

(1965)

PARKING LOT (1976)

PARKING LOT EXPA (1977)

(1981)

PRIVATE

PARKING (1962)

PARKING LOT (1955)

FUTURE FACTORY EXPANS (1977 - 1987?)

(1970)

(1962)

920 FF EL. 36.9

16" GAS LINE

14" GAS LINE

EXIST. OF RR. SPUR TRACK

N.E. COLUMBIA BLVD.

8" WATER MAIN

WATER METER DWG.

8"

UNDERGROUND FIRE MAIN -3%

NEW SPUR TRACK

THIS BUILDING TO BE RELOCATED

N.E. KILLINGSWORTH

16" UNDERGROUND WATER DISTRIBUTION MAIN VERIFY LOCATION WITH FAIRROSE WATER CO.

10¾" UNDERGROUND HIGH PRESSURE GAS MAIN. VERIFY LOCATION WITH GAS COMPANY

N. COLUMBIA BLVD.

"SURPLUS" NORTH PACIFIC LUMBER CO. PROPERTY
APPROX. 64,800 SQ. FT.

± 600 FT. ROADWAY TO BE REPLACED

CONNECTION TO SUIT

NEW NORTHEASTERN ACCESS ROAD TO BE PROVIDED

EXISTING ACCESS APPROX ± 600 LIN

PARKING LOT EXPANSION (1977) (1987) (1987)

PARKING LOT (1970)

PRIVATE ACCESS ROAD (1955)

EXISTING EASTERN ACCESS ROAD TO BE CONDEMNED BY FREEWAY LOOP

LPG TRUCK UNLOADING

57 KV PRIMARY POWER SERVICE

PARKING LOT (1962)

PARKING LOT (1955)

FUTURE FACTORY EXPANS (1977 - 1987)

(1970)

(1962)

2 EXIST. L.P.G. TANKS - TO BE RELOCATED 1 NEW LPG TANK

T.R. EL. 40.65

T.R. EL. 40.13

LPG UNLOADING

NEW 6 FOOT TRACK

STORAGE BLDG. TO BE RELOCATED

16° CURVE R. 359.60'

57 KV ALT. POWER SERV.

LPG VAPORIZER

NEW CONC. DIKE WALL

6" GAS LINE

4" GAS LINE

920 T.R. EL. 36.5

55.25

33'

T.R. EL. 37.0

6" GAS MAIN

6" WATER MAIN

LPG WATER MAIN

THIS BUILDING TO BE RELOCATED

NORTH PACIFIC LUMBER CO.

PROP. LINE 523 FT. TO BATCH HOUSE POINT O

CLEAR POINT 796 FT. TO BATCH HOUSE POINT O

SWITCH POINT 946 FT. TO BATCH HOUSE POINT O

℄ 57 KV ALTERNATE POWER SOURCE

℄ EXIST U.P.R.R. TRACKS

EXISTING EASTERN RAILROAD ACCESS TRIANGLE APPROX. 33,300 SQ. FT.

ROUND WATER
BUTION MAIN
NIFY LOCATION WITH
PARKROSE WATER CO.

COLUMBIA BLVD.

35'-6" CASING

8" WATER MAIN - VERIFY EXACT LOCATION WITH PARKROSE WATER DEP'T.

REV. No. DATE

EXISTING EASTERN ACCESS CORRIDOR APPROX 58,800 SQ. FT. & 600 LIN. FT. ACCESS ROAD

EASTERN ACCESS ROAD TO BE CONDEMNED

EASTERN ACCESS ROAD TO BE P.A. FREEWAY I-205

57 KV PRIMARY POWER SERVICE

NORTH PACIFIC LUMBER CO.

CONNECTION TO SUIT

N.E. MARX ST.

N.E. 7TH AVE.

CLEAR POINT 106 FT. TO BATCH HOUSE POINT O

SWITCH POINT 246 FT. TO BATCH HOUSE POINT O

℄ 57 KV ALTERNATE POWER SOURCE

℄ 100 FT. U.P.R.R. Co. R/W.

℄ EXIST. U.P.R.R. TRACKS

50'

EXISTING EASTERN RAILROAD ACCESS TRIANGLE APPROX. 33,200 SQ. FT.

WATER MAIN - VERIFY EXACT LOCATION WITH PARKROSE WATER DEP'T.

REV. No. DATE DESCRIPTION

PORTLAND PLANT PROPERTY AS AFFECTED BY PROPOSED FREEWAY - I-205

DRAWN SJB	OWENS-ILLINOIS PACIFIC COAST DIVISION	SCALE 1" = 100'-0"
TRACED		DATE 3/24/71
CHECKED		PROJECT No. 98-01-21-7
APPROVED	DRAWING No. PR-L-7	PLANT No. 21
APPROVED		

OWENS-ILLINOIS

OAKLAND PLANT

3600 ALAMEDA AVENUE (11) OAKLAND, CALIF. 94601

GLASS CONTAINER DIVISION
PACIFIC REGION

Address Correspondence to
P. O. Box 1019
Oakland, Calif. 94604

E Swanda

April 14, 1971

Klaboe Lengt
CY file 4-19-71

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

As proposed in your letter dated January 27, 1971, a meeting was held at the Owens-Illinois, Inc. glass container plant in Parkrose, Oregon on February 4, 1971. Present at this meeting were Messrs. F. Klaboe, R. Schroeder, K. Limbocker, J. Versteg and A. Olson of the Oregon State Highway Division; B. Miller and K. Fleischmann of the North Pacific Lumber Company, and K. Lemke, R. Franzke and S. Blair representing Owens-Illinois, Inc. Purpose of the meeting was to discuss the latest State Highway proposal in which the East Portland Interstate Freeway I-205 would become depressed below Columbia Boulevard and the Union Pacific Right-of-way, instead of being elevated as heretofore previously proposed. A thorough discussion was held concerning the effect that this proposal would have upon the properties and allied improvements of both Owens-Illinois, Inc., and North Pacific Lumber Company. Preliminary prints prepared by the State Highway Division outlining the right-of-way involved in this latest development were distributed to the interested parties for their later study. No commitments were made at this meeting; however, the opinion was expressed by the North Pacific Lumber Company representative that they might find it easier to adapt their truck servicing operations to the land left available to them under this latest proposal than they would with the lesser property left to them with the previous land-fill elevated freeway concept. Owens-Illinois agreed to consider the entire proposal in detail, and to later submit a letter to the Highway Division outlining the problems involved, together with suggested means of solving same.

Since the February 4 meeting, Owens-Illinois has devoted considerable time in thoroughly searching out the problems which would either be created immediately as a result of the latest design recommendations for this proposed freeway, or which might eventually rise as major obstacles to the planned and orderly realization of long-range planning for future expansion of its only northwest manufacturing and warehousing facility. Attached to this letter is a copy of drawing No. PR-L-7, dated March 24, 1971 which has been prepared by Owens-Illinois for the express purpose of illustrating the various items discussed in this letter. It should be pointed out, however, that these items are only those that have appeared obvious to us as of this date. If subsequent problems come to our attention at a later date which are obviously traceable to the proposed freeway, we reserve the right to call them to your attention for later discussion, negotiation and/or solution.

Mr. R. L. Porter
Oregon State Highway Division - 2

On the attached print, buildings or facilities installed during the 1955 initial plant construction are shown shaded and tinted dark blue. An actual production increase of 360% through 1970 and a projected increase of 500% through 1971 has been responsible for the previously-planned additions to-date, of 95,000 sq. ft. of floor space to our manufacturing areas and 315,000 sq. ft. to the original 166,000 sq. ft. of warehouse area. These items are shown on the attached drawing with solid cross-section lines, tinted medium blue and with dates of accomplishment noted in the appropriate areas.

Following the expected pattern of growth in the Northwest (and as clearly demonstrated by the above noted fifteen year orderly and planned expansion) Owens-Illinois must be prepared to at least double both its manufacturing and its warehousing facilities in the next fifteen to twenty years. These further anticipated expansions would take place as indicated on the attached print and shown with dotted cross-section lines and tinted light blue, with probable dates of accomplishment indicated in the areas involved. As can be seen from the plan, at this point in our planned growth program, western access to our plant property from Northeast 92nd Drive will be limited to trucks serving our warehouse loading dock and service yard. All other traffic to and from the plant, such as employees and visitors, as well as commercial deliveries of all plant production supplies, will then be dependent upon our long-established eastern access road, or an acceptable substitute for same.

The major impact which the presently proposed alignment and grade of this freeway will have upon the property and facilities of Owens-Illinois, Inc. is graphically presented on the attached drawing by items outlined or shaded in red. We should be able to survive this impact, however, provided that the state will conform to all of the conditions listed below, or will provide substitute solutions, subject to Owens-Illinois approval.

1. <u>Eastern Access Corridor</u>

   The proposed freeway alignment will require the condemnation of approximately 58,800 sq. ft. of land and 600 lineal ft. of existing roadway. After proper appraisals and mutual agreement on a fair land price, the state should make an outright purchase of the land and should further consent to replace the 600 lineal ft. of roadway in a mutually agreeable and suitable location, as well as further provide whatever roadway is necessary to properly tie in with either an existing improved county road, or one which is projected to be established as a part of the overall Freeway Planning Program.

G.E.Dept.
4/14/71

Mr. R. L. Porter
Oregon State Highway Division - 3

2. Eastern Railroad Access Triangle

The grade and alignment of the proposed freeway will force the condemnation of approximately 33,300 sq. ft. of land. Following the above procedure, the state should also make an outright purchase of this land. Relocation of services and facilities presently located on or in this land will be discussed separately.

3. "Surplus" North Pacific Lumber Company Property

In its path through the property of the North Pacific Lumber Company, the freeway alignment will create a greatly reduced eastern segment which presumably can still be used by North Pacific; however, the western segment of approximately 64,800 sq. ft. (shown in green on the attachedprint) becomes a "land-locked" parcel with access to it available only from the freeway or from the present property owned by Owens-Illinois. Owens-Illinois has no future planning in mind which would make the acquisition of this property advantageous at this time. The present planning for the freeway necessitates the relocation of our existing railroad spur track and our low pressure gas facilities, and there is absolutely no way that these systems can be adequately relocated without the use of the land noted above. Accordingly under the provisions of section 366.330 of the statute governing the state's power of condemnation, it would appear that the state should acquire the land involved and present it to Owens-Illinois, in order that we would then be able to properly relocate the systems as required by a decision made by others than ourselves.

4. Railroad Spur Track Facilities

Since Owens-Illinois'private spur track facilities are at a grade level of as much as 16 ft. below the existing Union Pacific Railroad Company main line under which the state now proposes to depress the freeway, it is not economically feasible to also underpass our tracks, therefore it is proposed to provide new facilities from the west rather than the east as now established. Preliminary discussions with Mr. T. J. Scanlon, Public Projects Engineer for the Union Pacific, indicate that the proposed new trackage (shown as a solid red line on the attached print) is workable from their standpoint; however, in order to be completely workable from Owens-Illinois' standpoint, the following condtiions must be met.

G.E.Dept.
4/14/71

There will be approximately 946 ft. of existing track feeding into our plant to be removed. Of this, 523 ft. lies within Owens-Illinois property. An additional 263 ft. to the clearance point lies within the Union Pacific Railroad right-of-way and by previous consent of Union Pacific, this has provided us with a total of 786 ft. of track available for storage of full cars of either raw materials, fuel oil, or LPG awaiting unloading. Physical restrictions of the land available for the new track layout will permit construction of only 725 ft. of new trackage for this purpose; however, with proper control exercised over car-spotting and switching frequency, it is felt that Owens-Illinois can accommodate themselves to the layout shown. This layout has been so designed as to permit Owens-Illinois to double-track this portion of the new system if future expansion ever dictates the need for same, therefore it is important that the initial new trackage be installed exactly as shown.

Since the grade of the Union Pacific track at the Columbia Boulevard crossing is approximately 2 ft. higher than the grade at our existing mainline switch, approximately 1100 lineal ft. of new track will be required for the new service spur feeding into our present unloading facilities. Due to the tremendous amount of existing equipment, systems and the projected efficient operation of same, under no conditions can Owens-Illinois agree to changing the grade at, nor the location of, our present car unloading house. Since the grade levels of this incoming track are so critical, it must also be agreed that if a new railroad bridge is ever constructed at the Columbia Boulevard crossing, successful future operation of our new feed track will dictate that the present Union Pacific track grade at the new bridge will not be raised.

As shown on the drawing, it is planned to switch the new incoming spur track into our existing system at the west end of our present unloading house. This point must not be changed as its location was chosen to permit Owens-Illinois the opportunity of providing double track facilities for the storage of empty cars if a future need ever dictates installation of same.

Installation of the new feed spur will require either culvert protection for an existing underground 8" fire main (or possible relocation of same) and extension of similar protection for existing 4" and 6" gas mains feeding our factory. Certain portions of existing fence lines will require relocation, plus installation of an entry gate for the rail track. Our existing storage building No. 20 will have to be relocated, with the only suitable location being approximately where shown in the "surplus" North Pacific property. (Not shown on the plan are the extensive transformer

banks, cooling towers and yard access roadways which completely fill up the entire yard east of our original factory building, thus making it not possible to relocate any disrupted facilities in this area.)

Civil engineering services for the design and preparation of drawings and specifications for the railroad track work involved are not available from either the Union Pacific or the Owens-Illinois Engineering staff, therefore costs to be borne by the state for revisions to railroad track systems must include costs for all of the necessary engineering design and field work involved.

Due to the continuous nature and the "round-the-clock" operations of a glass container factory, all new track work will have to be installed and ready for operation prior to abandonment of existing facilities, with the only "downtime" permitted being the minimum necessary to tie new in with old.

As shown on the attached print, the new curved track for storage of full railroad cars must be installed on a 1/2% slope, grading from elevation 37.0' to 40.63' at its end. At the point of closest proximity to the proposed freeway, the track will probably be at least 10 ft. above the freeway grade, therefore a concrete retaining wall will be required where shown, and this wall should probably be constructed prior to relocation of the tracks.

5. Low Pressure Gas Storage Facilities

Since Owens-Illinois' service agreement with Northwest Natural Gas Company is based on an interruptible service, we presently have unloading and storage facilities for approximately 40,000 gallons of low pressure gas which is used during winter periods of interruption by equipment which must continue to be serviced by gas. As pointed out to you in our letters of September 21, 1970 and January 19, 1971, the 1970-71 expansion of our manufacturing operation includes the proposed installation of a third LPG tank (22,000 gallon capacity). In order to meet the demand imposed for the winter of 1971, this third unit must be in operation not later than October 1, 1971. The attached print shows the relocation of our existing two tanks to be done concurrently with the installation of the new third tank. However, unless the state can assure us that this entire LPG system can be relocated and in

operation by October 1, 1971, we presently have no choice but to install the third tank immediately east of the two existing tanks. The state will then be responsible for the costs of relocating the entire three tank system, which work could probably not be scheduled before late spring or early summer of 1972.

Included in the costs of relocating the LPG facilities should be the costs of all engineering design for such items as foundations, underground piping complete from truck and railroad car unloading stations through tank manifolds and ending with approximately 400 ft. of new underground piping to tie in with existing vaporizer equipment.

6. Fuel Oil Storage Tank Dike

As further protection against the interruptible feature of our natural gas service agreement, a 130,000 gallon fuel oil storage tank provides standby fuel for the winter conversion of our glass-melting furnaces. Since this material could be delivered either by truck or rail car, common unloading facilities were provided along the south edge of the overflow protective dike, which location also provided a turn-around area for the truck and trailer units. Since the new location of the curved full-car storage track will cut through the toe of the existing earth work dike, and since we must provide clearance for truck access between the revised dike and a possible future double track installation, these conditions can only be met by installing a new concrete dike wall in the position shown in red on the attached print. Fortunately, the storage volume contained by the present earth work dike is considerably beyond the capacity actually required, so that the one-third reduction of its volume by the concrete wall shown will still satisfy the requirements of governing codes.

7. Miscellaneous Services

Electricity is supplied to our plant by a 57 KV primary service on a pole line in our eastern access corridor and by a 57 KV secondary service along the north side of the Union Pacific right-of-way. Presumably the state will make its own arrangements for the satisfactory rerouting of these lines by Portland General Electric Company; however, Owens-Illinois must be guaranteed uninterrupted service during the time that the necessary revisions are being made.

An 8" water main belonging to the Parkrose Water Company located

along the north side of the Union Pacific right-of-way and also apparently in the proposed right-of-way for a freeway on-ramp will have to be relocated, again with no interruption to Owens-Illinois service.

The 10-3/4" high pressure gas main in Columbia Boulevard and the 6" line branching off it which supplies natural gas to Owens-Illinois will require extensive rerouting or replacement. Again it is presumed that the state will conduct their own negotiations with the Northwest Natural Gas Company, with Owens-Illinois to be assured of uninterrupted service during the period of relocation.

Telephone service is supplied along the power pole line in the eastern access corridor, and presumably it can be rerouted if or when the primary power service is also relocated.

At the present there are no public sewers in this area; however, if it is deemed advisable to install main trunk lines prior to installing fill for the proposed freeway, the proposed routing or grades should be such as to permit Owens-Illinois eventual proper access to same from its present septic tank system located south of the parking lot installed in 1962.

It is presumed that revisions to existing fenced property lines will supply more than enough material for new fence lines between revised Owens-Illinois property and the proposed freeway, and that the state will be responsible for removal and reinstalling same.

Actual costs for the accomplishment of the many revisions noted in this letter can only be determined after preparation of engineering drawings and specifications and receipt of firm competitive bids. Presumably Owens-Illinois will be committed for the fees involved in such design services, with later reimbursement for same coming from the state. In replying to this letter, it is assumed that the state will advise of its accepting responsibility for same, and that the state will also advise of the steps necessary to complete the negotiations for the entire project as affecting Owens-Illinois.

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Yours truly,

S. J. Blair

S. J. BLAIR
General Engineering Department

vb
4/14/71

CC: Mr. Robert Schroeder, Metro Engineer
Oregon State Highway Department, Portland
Mr. Douglas David, President
North Pacific LUmber Company, Portland

1536 RECEIVED FEB 10 1971 FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 5, 1971

To: Memo to the Files

SUBJECT: Railroad Spur Track
Owens-Illinois Glass Plant
Marine Dr.-UPRR Sec.
I-205 Freeway

A meeting was held at 1:30, February 5, 1971, at the Owens-Illinois plant. Mr. Blair explained the spur track revision to Mr. Tom Scanlon of the Union Pacific Railroad. Mr. Scanlon explained their method of spur track operations and the design criteria required for such tracks.

Mr. Blair will work out the details and possible alternate for serving their plant. He will return Wednesday of next week to Portland. He will contact this office at that time and go over his proposals with Mr. Schroeder.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
cc: F. B. Klaboe
Frank Hall
Ted Litchfield
Jack Hesla

F. B. KLABOE NOTED

RECEIVED FEB 9 1971 OFFICE OF STATE HIGHWAY ENGINEER

SP 52473-734

8536

#15

RECEIVED
JAN 20 1971
FOR FILING

January 27, 1971

Mr. S. J. Blair
General Engineering Department
Owens-Illinois
Post Office Box 1019
Oakland, California 94604

Dear Mr. Blair:

Reference is made to your letter of January 19 concerning the problems of constructing the East Portland Freeway (I-205) in the vicinity of your manufacturing plant at 5535 N. E. 101st Avenue. We apologize for not contacting you sooner.

In order to better fit our planned facility with environmental recommendations, we have attempted to revise our original plan, which proposed I-205 crossing over Columbia Boulevard and the Union Pacific Railroad tracks to one which depressed the freeway under Columbia Boulevard and the railroad tracks. After considerable analysis of this proposal, we have now come to the conclusion that the depressed plan is superior. To accomplish this, we will require the relocation of the railroad spur that serves your property. We believe we have worked out a possibility in this regard.

We would like to propose that we meet with you and with the North Pacific Lumber Company at an early date to further discuss these proposals. We suggest either the 2nd or 4th of February at 1:00 p.m. in your Portland office. If either of these dates is suitable, we will have the proper people from our organization meet with you.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Douglas David, President
North Pacific Lumber Company

Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank Hall
FBK Robert Schroeder

OWENS-ILLINOIS

OAKLAND PLANT

3600 ALAMEDA AVENUE ⓘ OAKLAND, CALIF. 94601

Address Correspondence to
P. O. Box 1019
Oakland, Calif. 94604

GLASS CONTAINER DIVISION
PACIFIC REGION

January 19, 1971

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

NOTED
L. PORTER

Gentlemen:

In a letter to the Oregon State Highway Commission dated September 21, 1970, Owens-Illinois pointed out several problems which would come as a result of the proposed alignment of the East Portland Freeway I-205 in the vicinity of our glass container manufacturing plant at 5535 Northeast 101st Avenue. At that time we suggested that the Highway Commission should arrange for private hearings with Owens-Illinois in order to arrive at mutually agreeable solutions to the above problems, prior to any appraisal or condemnation proceedings. (Although we did receive a form letter acknowledging receipt of the above letter, as well as a transcript of the record of the September 14, 1970 public hearing, we have to-date received no comment on our request for the private hearing.)

On September 23, 1970, the North Pacific Lumber Company (owner of the land easterly and adjacent to Owens-Illinois) forwarded a letter to the Highway Commission pointing out the problems which the proposed Freeway would create on their property. With Owens-Illinois' knowledge and consent, this letter suggested that the Highway Commission should arrange for a joint meeting with both Owens-Illinois and North Pacific, in order to arrive at a just and proper solution to our mutual problems. We have been advised by North Pacific that to-date no reply has been given to their request for such a meeting.

In spite of our individual requests for such meetings, we understand that in early November, right-of-way agents representing the State of Oregon presented an offer to North Pacific for purchase of certain portions of the North Pacific property for right-of-way for the proposed freeway. North Pacific has advised us that this offer was turned down as being unacceptable. North Pacific at that time suggested that consideration be given to a counter-proposal involving some 200 feet of retaining wall. Since the proposed freeway would be super-elevated at this point (in order to clear the adjacent Union Pacific Railroad tracks) any such retaining walls would obviously be quite expensive, and such an expense would in no way contribute to the solution of any of the problems involving Owens-Illinois.

In our September letter we advised of the imminent installation of our third 22,000 gallon propane storage tank. This installation has been postponed for four months, awaiting the outcome of the hoped-for meetings between Owens-Illinois and representatives of the State Highway Department. This is to advise that we are now going to proceed with this installation, and lacking any information from the State, we have no choice except to locate it in a position which may require later relocation by the State at considerable expense to themselves.

A representative of North Pacific Lumber Company recently advised that they would be in agreement with Owens-Illinois' intention to once again suggest that a joint meeting or meetings be arranged at an early date, and hopefully before final decisions have been made on the design of the freeway in the area in question.

Yours truly,

S. J. Blair

S. J. BLAIR
General Engineering Department

vb
1/19/71

CC: Mr. Rod Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

CC: Mr. Schroeder
Metropolitan Engineer
Oregon State Highway Department
5821 Northeast Glisan Street
Portland, Oregon 97213

CC: Mr. Douglas David, President
North Pacific Lumber Company
P. O. Box 3915
Portland, Oregon 97208

RECEIVED
JAN 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN
STATE HIGHWAY COMMISSION

1977 SE Stark/Wash. Intchge 8537
(Stark St. U'Xing) Sec.
(Grading, paving & structure)

L & A 3920 3-19-70
C & A 3718 4-25-69

8537

GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE COPY

OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-3-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-3-80	C. T. Christianson, Area Engineer		I-205-7(43)309
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-30-79	7-9-79	115 %	400 CD
APPROVED EXTENSIONS	**LOCATION**		
81 CD	Stark Street @I-205		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

STARK ST. U'XING
EAST PORTLAND FRY.

The project was completed at a final contract cost of $603,161 representing a negligible underrun. Engineering costs overran 48%.

RECEIVED
STATE HWY ENGR
APR 7'80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/7 cyf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: C. T. Christianson		SIGNATURE: G. K. Hossner (Original Signed By G. K. HOSSNER Field Operations Engineer)	
TITLE: Area Engineer	DATE: 4-3-80	TITLE: Field Operations Engineer	DATE: 4-4-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8537 STATE COPY 2

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-105
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-15-79

Form Approved; O M B No. 04-R2089

State: Oregon

County: Multnomah

Project Number: I-205-7(43)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 649,243.00	$ 672,383.00
Federal funds	$ 598,861.00	$ 620,200.00
Other revisions		

This modification is made for the following reasons:

To include additional work under PA#5 and PA#7.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of August , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR July 31, 1979

Federal Aid Project
No. I-205-7(43)309

S.E. Stark/Washington Interchange
(Stark St. U'Xing) Section
E. Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code 0010
Partial Grading (Sta. 398+75 to Sta. 402+80)

Subtotal of previous estimate of July 20, 1977		$199,078.00
Additional Items		
Demolish and Remove Bldg. (PA#5)	All Required	$ 5,090.00
Waterline Excavation & Backfill (PA#7)	All Required	17,390.00
		$ 22,480.00
	Increase	22,480.00
	Subtotal	221,558.00
	Engineering	28,442.00
	Total	$250,000.00

Type Code X081
Structure Br. #13552 (Sta. 349+77 to Sta. 350+32)
Total Same as previous estimate of May 24, 1977 $422,383.00

Length of Roadway. . . . . 0.077 mile
Length of Structure. . . . . 0.000 mile
Cost of Roadway per mile $3,246,753.22

Work Retained in Program Status
(Not included in amounts below)

6-inch PVC Sewer Pipe	All Required	$ 4,000.00
Roadside Mulching	All Required	650.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$250,000.00	$230,594.00	$19,406.00
Structure	422,383.00	389,606.00	32,777.00
Total	$672,383.00	$620,200.00	$52,183.00

Group 1 - 100%
Contract No. 8537
Prefix 626-1016

8537

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-7		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	7-25-77	Project Number I-205-7(43)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 648,336	$ 649,243
Federal funds	$ 598,025	$ 598,861
Other revisions		

This modification is made for the following reasons:

To include one On-The-Job Trainee.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of July , 1977 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon July 20, 1977

Federal Aid Project
No. I-205-7(43)309

S.E. Stark/Washington Interchange
(Stark St. U'xing) Section
E. Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code 0010		
Partial Grading (Sta. 398+75 to Sta. 402+80)		
Subtotal on previous estimate of May 24, 1977		$199,078.00
Additional Item		
On-the-Job Trainee (1 @ $800)	All Required	800.00
	Subtotal	$199,878.00
	Engineering	26,982.00
	Total	$226,860.00
Type Code X081		
Structure Br.#13522 (Sta. 349+77 to Sta. 350+32)		
Total Same as previous estimate of May 24, 1977		$422,383.00

Length of Roadway - - - - - - - - - - 0.077 mile
Length of Structure - - - - - - - - - 0.000 mile
Cost of Roadway per mile- - - - - - - $2,946,233.77

Work Retained in Program Status
(not included in totals below)

6-inch PVC Sewer Pipe	All Required	$ 4,000.00
Install Water Main	All Required	8,000.00
Roadside Mulching	All Required	650.00

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$226,860.00	$209,255.00	$17,605.00
Structure	422,383.00	389,606.00	32,777.00
Total	$649,243.00	$598,861.00	$50,382.00

Group 1 - 100%
Contract No. 8537
Prefix 626-1016

8537

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-89	FEDERAL-AID PROJECT AGREEMENT 7-7-77	Oregon
		County Multnomah
		Project No. I-205-7(43)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Division St. (FAU 9800), N. 1.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-77	0.077
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 648,336	$ 598,025

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: G. L. Green

Date executed by Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Files

Oregon State Highway Division
Salem, Oregon May 24, 1977

Federal Aid Project
No. I-205-7(43)309

S.E. STARK/WASHINGTON INTCHGE.
(STARK ST. U'XING) SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code 0010
Partial Grading (Sta. 398+75 to Sta. 402+80)

Mobilization	All Required		$ 48,470.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	244 sq.ft.	6.00	1,464.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	750 lin.ft.	13.00	9,750.00
Temporary Barricades	11 each	65.00	715.00
Temporary Illumination	All Required		4,000.00
Flagmen	480 hr.	17.00	8,160.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	14,670 cu.yd.	2.00	29,340.00
Trench Excavation	242 cu.yd.	15.00	3,630.00
Watering	135 M-gal.	8.00	1,080.00
Plant Mix Aggregate Base	1,500 ton	8.00	12,000.00
Cement Treated Base Mixture	520 ton	12.00	6,240.00
Portland Cement in CTB Mixture	30 ton	65.00	1,950.00
Asphalt in Seal	2 ton	150.00	300.00
Class B or Class C Asphalt Concrete	1,050 ton	18.00	18,900.00
12-inch Culvert Pipe	120 lin.ft.	8.00	960.00
21-inch Culvert Pipe	80 lin.ft.	12.00	960.00
12-inch Sewer Pipe	472 lin.ft.	7.00	3,304.00
Extra for Pipe Under Pavement	66 Lin. Ft.	7.50	495.00
Concrete Manholes	1 each	1,200.00	1,200.00
Concrete Inlets, Type P	6 each	500.00	3,000.00
Concrete Inlets, Type P Modified	4 each	600.00	2,400.00
Gravel Sumps	6 each	300.00	1,800.00
8-inch Drain Pipe	138 lin.ft.	5.00	690.00
3/4"-0 Gravel in Drains	30 cu.yd.	15.00	450.00
Type 3-70 Fence	1,220 lin.ft.	3.00	3,660.00
24' Double Gates	2 each	300.00	600.00
Concrete Walks	215 sq.yd.	12.00	2,580.00
Concrete Curbs	18 cu.yd.	120.00	2,160.00
Extra for Asphalt Walks	480 sq.yd.	1.00	480.00
Extra for Asphalt Curbs	1,090 lin.ft.	1.00	1,090.00
Pole Foundations	All Required		2,000.00
Roadway Lighting, Poles & Bracket Arms	All Required		5,000.00
Luminaires and Ballasts	All Required		1,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		5,000.00
			$194,828.00

Anticipated Items

Temporary & Permanent Striping (S.F.)	All Required		$ 400.00
Remove Pavement Striping (S.F.)	All Required		1,350.00
Temporary Erosion Control (E.W.)	All Required		2,500.00
			$ 4,250.00
	Subtotal		$199,078.00
	Engineering		26,875.00
	Total		$225,953.00

Type Code X081
Structure Br. #13522 (Sta. 349+77 to Sta. 350+32)

Shoring, Cribbing, etc.	All Required		$ 500.00
Structure Excavation	650 cu.yd.	10.00	6,500.00
Structure Excavation Below Elevations Shown	60 cu.yd.	20.00	1,200.00
Structural Concrete, Class 3300 (335 lbs.)	All Required		40,000.00
Structural Concrete, Class 4000 (150 lbs.)	All Required		20,000.00
Structural Concrete, Class 5000 (1,025 lbs.)	All Required		170,000.00
Reinforcement (180,000 lbs.)	All Required		40,000.00
Coated Reinforcement (41,000 lbs.)	All Required		16,000.00
Prestressing Stool (72,000 lbs.)	All Required		48,000.00
Reinforced Concrete Bridge End Panels	226 sq.yd.	33.00	7,458.00
Two Tube Metal Rail	308 lin.ft.	22.00	6,776.00
Three Tube Metal Rail	326 lin.ft.	33.00	10,758.00
4-inch Pipe in Structures	88 lin.ft.	4.00	352.00
6-inch Pipe in Structures	22 lin.ft.	5.00	110.00
8-inch Pipe in Structures	70 lin.ft.	6.00	420.00
3/4" Electrical Conduit	75 lin.ft.	5.00	375.00
1-1/4" Electrical Conduit	665 lin.ft.	3.00	1,995.00
25 inch Electrical Conduit	340 Lin. ft.	5.00	1,700.00
	Subtotal		$372,144.00
	Engineering		50,239.00
	Total		$422,383.00

Length of Roadway - - - - - - - - - - - - 0.077 mile
Length of Structure - - - - - - - - - - - 0.000 mile
Cost of Roadway Per Mile- - - - - - - - - $2,934,454.54

Work Retained in Program Status
(not included in totals below)

6-inch P.V.C. Sewer Pipe	All Required	$ 4,000.00
Install Water Main	All Required	8,000.00
Roadside Mulching	All Required	650.00

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$225,953	$208,419	$17,534
Structure	422,383	389,606	32,777
Total	$648,336	$598,025	$50,311

Group 1 100%
Contract No. 8537
Prefix 626-1016

8537

July 11, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8537 awarded to Roy E. Ladd, Inc., for work on the S.E. Stark/Washington Interchange (Stark Street Undercrossing) Section of the East Portland Freeway in Multnomah County was completed on March 30, 1979, and accepted by the State Highway Engineer on July 9, 1979.

Final payment in the amount of $31,284.52 will be released to the contractor after July 16, 1979. The total contract amount is $590,463.76 including $3,482.31 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8537

June 28, 1979

Roy E. Ladd, Inc.
General Contractor
P. O. Box 756
Redding, CA 96001

Gentlemen:

Time Extension Request
S.E. Stark/Washington St. Interchange
Stark Street U'Xing
FAP No. I-205-7(43)309
Contract No. 8537

Your request for an extension of time for the above project has been given careful review and consideration. A time extension of 81 calendar days is granted for removing a building; utility adjustment delays; a staking delay; drainage revisions; a verbal stop work order from November 30 to December 15, 1978; and illumination revision delays.

No additional time was granted for a change in schedule since an examination indicates that the change should probably have allowed an earlier, not later, project completion. Time was also not allowed for wet weather in August 1978; for seasonal impact; nor for workmen shortages.

There remains 73 days of liquidated damages on this project.

Should you have additional questions in this matter, please contact the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
E. L. Hardt
Jerry Street
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-205-7(43)309
Stark Street U'Xing
Contract No. 8537
Time Extension

DATE: June 26, 1979

In reply refer to: HFO.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in your proposed 81-day extension of contract time on the above project.

G. K. Hassmer
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 23'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: June 19, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Stark/Washington St. Intchg.
Stark Street U'Xing
Contract No. 8537
FAP No. I-205-7(43)309

The contractor, Roy E. Ladd Corporation, has requested a time extension of 176 calendar days in which to complete this project. Pertinent contract times are as follows:

Contract Awarded	June 1, 1977
Work Started	July 15, 1977
Work Completed	March 30, 1979
Time Specified	400 Calendar Days
Time Used	554 Calendar Days

The contractor requests additional time as listed below.

	Item	Time Requested
1.	Change of Schedule	45 Calendar Days
2.	Remove Old Building	20 " "
3.	Utility Delays	26 " "
4.	Staking Delay	11 " "
5.	Drainage Delay	4 " "
6.	Weather Delays	28 " "
7.	Seasonal Impact	42 " "
	TOTAL	176 Calendar Days

The contractor also mentions delays due to "Workmen shortage" and "Electrical shortage".

The contractor's request is evaluated in the attached "Time Extension Request Analysis" and is summarized here. It is recommended that an extension of 81 calendar days be granted as follows:

	Item	Time Recommended
1.	Change of Schedule	0
2.	Remove Old Building	20 Calendar Days
3.	Utility Relocations	26 " "
4.	Staking Delay	10 " "
5.	Drainage Revision	4 " "
6.	Weather Delays (Stop Work)	16 " "
7.	Seasonal Impact	0
8.	Workmen Shortage	0
9.	Electrical Shortage	5 " "
	TOTAL	81 Calendar Days

Your concurrence is requested.

Attachment

OBJ:fr jh
bc: C. T. Keasey
Ed Hardt
Jerry Street
Richard Hacek

TIME EXTENSION REQUEST ANALYSIS

S.E. Stark/Washington St. Interchange
Stark Street U'xing
Contract No. 8537

Item

1. Change of Schedule.

At the preconstruction conference, the contractor presented a schedule which was in effect a combined schedule for the Stark St. Uxing and the Market St. U'xing being done by the same contractor under a separate contract. The schedule for the Stark St. U'xing called for the detour to be in operation for an inordinate amount of time with no additional visible work being accomplished. At the request of the State, the contractor changed this schedule and he is now requesting an extension of 45 calendar days due to this change. An examination of the contractor's itemized schedule which he submitted with this time extension request indicates that no delay was occasioned by this change and that in fact, work was started earlier than anticipated and the contractor was ahead of his original schedule until the falsework was removed in April of 1978. Hence it would appear that any delays to completion of a project were not a result of the changed schedule.

2. Remove old maintenance building.

The contractor requests 20 additional calendar days for this delay.

The I-205 Right of Way Maintenance Section crew was quartered in an old brick building adjacent to the proposed southeast corner of the new Stark St. structure. This building was not shown on the construction plans and although this building did not interfere with the superstructure construction, it was close enough to the southeast corner wing wall to prevent excavation for footing prior to this removal. A price agreement was written to have this building removed under the contract. This additional work delayed the critical path grading work for approximately 20 calendar days in the early part of March, 1978. It is therefore recommended that the contractor be granted 20 additional calendar days because of this delay.

3. Utility Relocations.

The contractor states that delays in utility relocation work resulted in a delay to the contract of 26 calendar days. A number of utilities used the Stark St. structure as a conduit for their facilities. These include Hazelwood Water District, Northwest Natural Gas Company, Portland General Electric Company, Pacific Northwest Bell Telephone Company and Mall 205 Sanitary Sewer Division. Several of these conflicts were relocated onto and across the new Stark St. structure. The coordination of this work was indeed difficult and did in fact delay the contractor.

In reviewing the project daily reports, it appears that the contractor's request for 26 additional calendar days is correct and it is therefore recommended that an extension of 26 calendar days be granted for this reason.

4. Staking Delays.

The contractor claims a delay of 11 calendar days caused by the State's failure to provide centerline and grade stakes on the Stark St. approaches. Construction stakes were requested on July 11 for work on July 13.

Due to a commitment of forces to higher priority work, the survey crew could not perform this work until July 19 which was a Wednesday and the contractor was not able to reschedule this work until the following Monday or July 24, 1978.

It is recommended that the contractor be granted 10 additional calendar days for this delay since one of the calendar days requested is concurrent with the time granted in item No. 3.

5. Drainage Delays.

The contractor claims that his work was delayed for 4 calendar days due to revisions in the drainage at the ends of the new structure.

The contractor's claim is correct. The State did indeed revise the drainage at each end of the structure which in turn delayed the contractor by approximately 2 days in June and 2 days in September. It is therefore recommended that the contractor be granted an additional 4 days for these design revision delays.

6. Weather Delays.

The contractor claims that unseasonable rains delayed critical grading work at the ends of the structure during August and September of 1978. This delay amounted to 12 calendar days. The contractor further claims that he was stopped from performing paving work from November 30 to December 15, 1978.

Heavy rains did in fact exist during the latter part of August and first of September in 1978. However, a review of the records indicates that a very similar and almost identical rainfall occurred in August of 1977. This weather condition is judged not to be in the category of "reasonably unpredictable weather", hence no time is recommended for this period.

The Resident Engineer did stop the paving operations between November 30 and December 15, 1978, awaiting more suitable weather to obtain a desirable finish on the final lift of A.C. pavement. It is therefore recommended that the contractor be granted a total of 16 calendar days for the delay to the paving operations.

7. Seasonal Impact.

The contractor claims an additional 42 calendar days due to delays of seasonal impact occasioned by his change in schedule under item one.

The superstructure work on this structure was advanced from late winter and early spring to the winter of 1977-78. Under some conditions, this could conceivably amount to a loss of efficiency. However, a review of the National Weather Bureau records and the project daily reports reveals little loss of efficiency due to this unusually mild winter. The temperatures and precipitation were more springlike than winter. Also the type of work, structural work, is not as weather sensitive as other items of work, such as grading or paving.

No additional time is recommended for seasonal impact delays.

8. Workmen Shortage.

The contractor requests 15 additional calendar days due to the shortage of qualified carpenters and cement finishers in the Portland area.

This is not a bona fide reason for additional contact time under the provisions of the contract and therefore no additional time is recommended for this reason.

9. Electrical Shortage.

The contractor claims that he was delayed until March 30, 1979 due to a design change which required a different kind of luminaire units than specified in the original contract.

The contractor's claim in this case is correct. Most of the time frame that is mentioned by the contractor was covered by a stop work order which was issued on December 15 upon completion of all other contract work. The luminaire units arrived March 26, 1979 and all work on the project was then completed on March 30, 1979.

It is therefore recommended that the time between March 26 and March 30 or 5 calendar days be returned to the contractor for illumination revision delays.

Exhibit 5-1

Form 21-734-0000

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date October 10, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 540 days, within which to complete our Contract No. 8537, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

	Letter of Record			
Change of Schedule	July 13	45	Calender days	
Removal of Old Bldg.	July 13	20	"	"
Utility Relocation	July 13	15	"	"
Staking Delay	July 27	17	"	"
Weather Delays	Aug. 29	20	"	"
Workman Shortage	July 13	15	"	"
Electrical Shortage	Oct. 10	(open)		
		140 days		

Respectfully submitted,

Roy E. Ladd, Inc.
Contractor

By Merrill Bird

CONSENT OF SURETY

Date October 10, 1978

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

JAMES R. VICK, Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8537 Contractor Roy E. Ladd, Inc.

Highway East Portland Freeway

Section S.E. Stark/Washington Int. (Stark)

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Item	Time Recommended
1. Change of schedule	0
2. Remove old building	20 calendar days
3. Utility relocations	26 calendar days
4. Staking delay	10 calendar days
5. Drainage revision	4 calendar days
6. Weather delays (Stop work)	16 calendar days
7. Seasonal impact	0
8. Workmen shortage	0
9. Electrical shortage	5 calendar days
Total	81 calendar days

Recommended for Approval:

Marion Cook
Region Engineer

O. B. Jackmond
For Construction Engineer or Bridge Engineer

H. Hamilton
State Highway Engineer

Contract No. 8537

Project designation Federal (State-Federal)

Date awarded June 1, 1977

Work started July 15, 1977

Per cent completed 10-5-78 (Date) 98%

No. of ~~Workdays~~ Calendar Allowed 400

No. of ~~Workdays~~ Calendar Used 501

No. of Added ~~Workdays~~ Calendar Requested 140

SP*10663-734

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 18, 1979

FILE: CON 5 #8537

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Stark/Washington St. Int.
Stark St. U'xing
Contract No. 8537
FAP No. I-205-7(43)309

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RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

This is a Federal-aid Interstate project and FHWA concurrence is required. A draft letter to FHWA is attached.

A draft letter to the contractor is also attached.

OBJ:fr

Att.

cc: Ed Hardt
Jerry Street

TIME EXTENSION REQUEST ANALYSIS

S.E. Stark/Washington St. Interchange
Stark Street U'xing
Contract No. 8537

Item

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8537

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE STARK ST U'XING		WEEK ENDING: MAY 19, 1979
		SECTION PREFIX: 626-1016
HIGHWAY: EAST PORTLAND FREEWAY		COUNTY: MULTNOMAH
NAME OF JOB: S.E. STARK STREET U'XING	KIND OF WORK: GRADING, PAVING AND STRUCTURE.	
CONTRACTOR: ROY E. LADD, INC.	CONTRACT NUMBER: 8537	FEDERAL AID PROJECT NUMBER: I-205-7(43)309
DATE OF CONTRACT: JUNE 1, 1977	DATE WORK STARTED: JULY 15, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 400	WORK DAYS USED / CALENDAR DAYS USED: 554
PROJECT AUTHORIZATION: $662,694.72	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 138.5
EXCLUSIVE OF ENGINEERING: $610,146.24	ENGINEERING AUTHORIZATION: $52,548.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $587,910.58	ENGINEERING COST TO DATE: $73,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.0 %	PERCENT OF AUTHORIZATION: 140 %	DATE PROJECT WAS COMPLETED: MARCH 30, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,670	2,020			1,050
TOTAL QUANTITIES CORRECTED TO DATE	15,000	2,020			1,050
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,710	1,100			500
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13522							
PERCENT	100							

Calendar

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	FAIR	0		
MONDAY 14	FAIR	0		
TUESDAY 15	FAIR	0		
WEDNESDAY 16	CLOUDY	0		
THURSDAY 17	FAIR	0		
FRIDAY 18	PARTLY CLOUDY	0		
SATURDAY	FAIR	0		

RECEIVED
MAY 22 1979
CONSTRUCTION BRANCH

Kressey — Richards
Hammond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
MAY 13 SUNDAY	NO ACTIVITY
MAY 14 MONDAY	NO ACTIVITY
MAY 15 TUESDAY	NO ACTIVITY
MAY 16 WEDNESDAY	NO ACTIVITY
MAY 17 THURSDAY	NO ACTIVITY
MAY 18 FRIDAY	NO ACTIVITY
MAY 19 SATURDAY	NO ACTIVITY

REMARKS

SUMMARY: NO ACTIVITY BY THE CONTRACTOR THIS WEEK:

ANTICIPATED: Submit Semi-Final. This will be the last Weekly Report for this Project.

SIGNED Jerry C. Street LOCATION PORTLAND

JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

#8537

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

March 14, 1978

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Cooperative Agreement with Utah DOT, Oregon State Contracts 8537 and 8576

TO: Mr. H. S. Coulter
State Highway Engineer

We have asked the Materials & Research Section of the Utah Department of Transportation to perform inspection on welded bridge rail for Contracts 8537 and 8576 to be fabricated in the Salt Lake City area. The Engineer of Materials and Research asks that the attached agreement be signed. I am sending it to you because you signed a similar agreement in connection with Contract 8522 last October.

I will return the signed agreement to Mr. Lovelace.

JCJ:gs

cc: E. S. Hunter

check file and see what we did on Cont. 8522 re commission approval. — 3/14
Approved by Mr. Coulter
No comm action reqd. HSC

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

UTAH DEPARTMENT OF TRANSPORTATION
MATERIALS AND RESEARCH SECTION
757 West 2nd South
Salt Lake City, Utah 84104

February 22, 1978

Mr. John C. Jenkins
Engineer of Materials and Research
Oregon State Highway Division
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

Your letter, dated December 28, 1977, requesting shop inspection at Syro Steel Company for Oregon Contracts 8537 and 8576 has been received. We will perform these inspections for you. Syro is currently working on these two jobs. Please sign and return the enclosed cooperative agreement.

It is a pleasure to do this work for you.

Sincerely,

Edwin E. Lovelace
Engineer of Materials
and Research

Enclosures

RECEIVED
FEB 27 1978
MATERIALS DIVISION
OFFICE

Form R-308
(Revised June 24, 1969)

COOPERATIVE AGREEMENT

Date _____

We, the duly authorized officers of Oregon State Highway Division hereby
ounty, City, Town, or Firm

approve the following work to be done, and/or materials, labor, equipment, to be furnished by the Utah Department of Transportation for which we agree to pay upon presentation of invoice for said work and/or materials, equipment, labor, furnished as follows:

(Description of Work)

Shop Inspection of Bridge Rail at Syro Steel Company for Oregon State Contracts 8537 and 8576.

(List of Materials)

As Needed

(List of Equipment)

As Needed

(Labor Furnished)

As Needed

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to approve & execute this statement.

Approximate Total Cost $100.00

Oregon State Highway Division
(Approval is on file in the Commission's records)

(County
(City
(Town
(Firm

Approved by:

Engineer of Materials & Research

By _____
Title State Highway Engineer
Dated March 14 1978

ATTEST:

By _____
Title _____

DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-1-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(58)310

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80122

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-1-78	3-1-78	Interstate 205
		STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"SE. Stark/Washington Interchange (Washington Street U'Xing) Section"

GENERAL DESCRIPTION OF WORK:

Grading, paving and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify): Temporary Erosion Control (EW) $2,000
On the Job Training $800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $736,129, Federal funds $679,005.

A signed copy of the Title Sheet is returned herewith.

3-8

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-1-78	G K Hoomes	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8537 8-24-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-18-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas RIVER - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility adjustment
(Portland Water Bureau-City of Portland-Stark St. - S.E. Division St.)
TEC NTE $171,377 - F.F. $158,078.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-17-77 this will confirm the verbal authorization of Mr. C. T. Christianson as of 8-18-77 to proceed with the actual adjustments of the Portland Water Bureau's Water facilities on an actual cost basis.

I approve the agreement with the City of Portland, Bureau of Water Works consisting of your Utility Engineer's relocation letter of 6-17-77, the Bureau of Water Works letter of 8-8-77 and the plans and Estimate furnished by Mr. Swan's 8-17-77 letter. Approval and participation for the portion of the work authorized above is subject to the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-24-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—531-556

9537

ROW 18-4

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
TECHNICAL SERVICES
AUG 18'77
REFER TO
FOR
Info | Invest | R/D | U/R | Sign | Act | File

August 17, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Facilities Relocation
Portland Water Bureau
City of Portland
Clackamas River-Washington State
Line Utility Project
(Stark St.-S.E. Division St.)
East Portland Freeway
Multnomah County
Project No. I-205-7(13)300

NOTED
E. S. HUNTER

Dear Mr. Green:

Here are two copies of an estimate of cost to adjust the City's facilities, dated August 8, 1977, and three sketches showing their proposed relocation.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City, dated June 17, 1977, was previously supplied your office.

An appropriate permit for the City's proposed relocation will be issued.

The State is not entitled to credit for expired service life under the provisions of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the City's facilities, as explained in the attached correspondence.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 18, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $171,377.29.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:PP:db
Enclosure
cc: E. S. Hunter, Robert Church, Phil Preston

Form 81-734-3123

8537

N

FORM 81.734 1-59

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon

August 16, 1977

FROM: Dan Gano, Regional Geolgist

SUBJECT: Multnomah St.-Division St. Section
I-205, East Portland Freeway
Multnomah County

TO: Max Klotz, Technical Services Engineer

Jerry Rien, Road Design Section, requested (by telephone) that we review proposed bottomless catch basins which would drain into very shallow dry wells. It was decided that permeability tests would be necessary at each of the proposed sites. Jerry Rien provided maximum design drainage requirements for the catch basins. Permeability tests were completed February 1977. The attached permeability test results were given to Jerry Rien by telephone.

Test pits were dug at each of the proposed catch inlet sites with a 3/8 cu. yd. clam bucket. The test pits measured 3' x 5' wide and were 6' deep. This is the approximate size of dry wells proposed for use with the bottomless catch basins. A controlled flow of water equal to the design drainage requirements was directed into each pit to determine if existing ground conditions would provide adequate permeability. If permeability was less than needed, the flow was reduced until the water level stablized in the pit. The flow rate (g.p.m.) was then determined. If satisfactory results were not obtained, the test pit was deepened until visual inspection indicated more permeable conditions on which to run additional tests. This procedure was repeated until desired results were obtained or until the practical depth for dry well excavation was exceeded and caving conditions developed. It is recommended that similar field permeability tests be made on all future sites for proposed dry wells.

cc: Hardt, Yarbrough, File, Versteeg, Johnsen, Terpin, Davis, Gregg, Olcott

REFERRED TO

Beard, Reed, 2 Cole W.E.C., 1 Eriksen 2 3 KW, Hager, Return Discuss Do I, BY FINAL DESIGN

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

DIVISION ST. OVERCROSSING

9575

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"A"	"L" 404+10 475' Rt.	268	6'	260 gpm	70 gpm	1 hour
"A"	"	"	21'	"	"	"
"B"	"L" 404+35 140' Rt.	265	6'	180 gpm	70 gpm	1 hour
"B"	"	"	15'	"	200 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' - 9' below finish grade) of the attached typical section. A depth of 15' at location B will be necessary for anticipated runoff. Location will have to be designed for a maximum runoff of 70 gpm per dry well.

MARKET ST. UNDERCROSSING

"C"	"L" 379+15 255' Lt.	266	7'	110 gpm	200 gpm	1 hour
"D"	"L" 378+90 88' Lt.	265	8'	"	150 gpm	1 hour
"E"	"L" 374+15 31' Rt.	265	9'	"	150 gpm	1 hour
"F"	"L" 379+75 127' Rt.	265	9'	"	140 gpm	1 hour

9538

Proposed bottomless catch inlets would be quite sufficient in these areas.

1 Versteeg
2 Olson
3

RECEIVED
AUG 30 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return
Bring up ___/___/___
Other

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

WASHINGTON ST. U'XING

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"G"	"L" 354+00 65' Rt.	273	6'	50 gpm	10 gpm	1 hour
"G"	"	"	16'	"	11 gpm	"
"G"	"	"	26'	"	95 gpm	"
"H"	"L" 353+54 212' Lt.	275	6'	"	40 gpm	"
"H"	"	"	15'	"	60 gpm	"
"H"	"	"	26'	"	60 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of about 25' will be necessary for anticipated runoff.

BURNSIDE ST. U'XING

2695

"L"	"L" 336+08 335' Lt.	291	6'	160 gpm	15 gpm	1 hour
"L"	"	"	10'	"	120 gpm	"
"M"	"L" 335+75	292	10'	"	120 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 10' will be necessary for anticipated runoff.

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

STARK ST. U'XING

9537

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"I"	"L" 348+97 196' Lt.	278	6'	100 gpm	2 gpm	1 hour
"I"	"	"	13'	"	16 gpm	"
"I"	"	"	18'	"	110 gpm	"
"J"	"L" 349+21 21' Rt.	277	6'	110 gpm	23 gpm	1 hour
"J"	"	"	13'	"	16 gpm	"
"J"	"	"	18'	"	110 gpm	"
"K"	"L" 349+21 233' Rt.	277	6'	200 gpm	No test	
"K"	"	"	13'	"	16 gpm	1 hour
"K"	"	"	18'	"	100 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 18' will be necessary for an estimated 110 gpm maximum surface runoff.

8537

8

7-18-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Inves | R.D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6-29-77

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility adjustment - Hazelwood Water District (S.E. Stark/Washington Interchange (Stark St. U'xing) Section)
TEC not to exceed $1,738 - FF $1,603.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm advance authorization of Mr. C. T. Christianson of this office to proceed with the actual adjustments for Hazelwood Water District effective June 29, 1977, on an actual cost basis.

I approve the agreement with Hazelwood Water Dist. consisting of your verbal notice of conflict, their letter of 6-21-77 and the plans and estimate furnished by Mr. Cartwright's letter of July 5, 1977. Approval and participation for the portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

#8537

ROW 18-4

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 5, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem, OR 97310

Water Facilities Adjustment
Hazelwood Water District
Clackamas River-Washington State
Line Utility Project
[S.E. Stark/Washington Intchge.
(Stark St. U'xing) Section]
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Hazelwood Water District's facilities dated June 21, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

RECEIVED
STATE HWY. ENGR.
JUL 5 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 29, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,738.00.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enclosure

bc: E. S. Hunter
D. E. Swan
Robert Church
Gary Kennen

8537

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 10, 1977

FILE:

NOTED
E. S. HUNTER

FROM: M. D. Glenn
Construction EEO Engineer

TO: Norm Oliva
Resident Engineer

SUBJECT: Equal Employment Opportunity
Federal-Aid Projects
SE Stark/Washington Intch.
(Stark St. U'Xing)
FAP # I-205-7(43)309
Contract No. 8537

At the preconstruction conference, the contractor should be informed of his pertinent EEO obligations. Items which should be covered include location of bulletin boards, proper posters and control of subcontractor's EEO activities (Name of EEO Officer, EEO meetings, staffing reports, affirmative action, etc.).

Contractors on our Federal-aid projects will be required to submit to you a monthly report of project work force on Form PR-1391 to indicate their minority representation. This applies to all contracts and subcontracts of $10,000 or more where at least part of their work is done on the project site.

Two copies of PR-1391 will be submitted to you by the contractor. You are to retain one copy and forward one copy to the Construction Office EEO Engineer with one copy of Form E-858.

Your field observation and/or payroll inspection noting the minority representation of the contractor's labor force during the 4th payroll period of the month will serve as our check of the contractor's report. Your signature and date near the bottom of the report verifies the contractor's report. You may list the errors detected in his report on the back of the sheet.

The contractor is required to inform their employees regularly about their EEO policy. The contractor has been directed to tell you of any field meeting where their policy will be discussed. You are to attend these meetings and prepare a brief memorandum of the events. One copy of your memo is to be sent to the EEO Engineer with Form E-858. Retain one copy with your EEO file.

Report Form E-858 is your monthly check of the EEO activities on the project. Instructions for its preparation and sufficient copies for your project are attached. The report and its attachments are to be submitted as directed by the 15th of the month following the month covered by the report.

Other phases of your contractor's compliance with the EEO provisions of the contract will be conducted independently by the EEO Engineer through compliance reviews. You shall attend each compliance review of your project.

RECEIVED STATE HWY ENGR
JUN 10 '77
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

MDG:mk

Attachment

bc: E. L. Hardt

FORM 81-724.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 10, 1977

FILE:

FROM: Construction EEO Engineer

TO: Norm Oliva
Resident Engineer

SUBJECT: Portland Area Affirmative Action Plan
FAP No.: I-205-7(43)309
Contract No.: 8537
SE Stark/Washington Intch. (Stark St. U'Xing)

The Equal Employment Opportunity requirements for the subject project includes the special provisions for the Portland Area Affirmative Action Plan. The inclusion of these provisions require additional monitoring on your part and additional reports to be submitted by the contractor to you in addition to those required by other applicable EEO provisions.

The prime contractor has been furnished with a supply of Standard Form 257, Monthly Employment Utilization Reports, to be used by him and all subcontractors (over $10,000) on this project in accordance with the Records and Report requirements contained on page (f) of the applicable special provisions. Additional copies of this form are available from the Construction Section.

The prime contractor and each subcontractor ($10,000 or more) are to submit a Monthly Employment Utilization Report showing their employee utilization of each classification in each trade, for their entire work force on all projects (both Federal and non-Federal) in the plan area. These reports shall be accompanied with a current list of all contracts (both Federal and non-Federal) to which the contractor and subcontractors are a party, within the plan area. If the plan goals in any craft are not met, the contractor and/or subcontractor shall submit with this report a statement outlining the specific affirmative actions taken to achieve the plan goals.

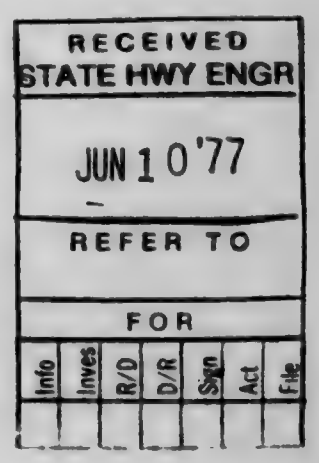
The prime contractor shall be responsible for seeing that all his subcontractor forms are obtained and submitted along with his own reports to you by the 5th of the month following the specified reporting period.

Upon receipt of the reports in your office, you are to:

1. Note or stamp the date received on each report. This is important.

2. Review report for accuracy and sign at the bottom of the reporting form under the contractor's signature.

3. Forward all reports to the Construction Section EEO Engineer in Salem as soon as possible prior to the 10th of the month following the specified reporting period.



All subcontract agreements $10,000 or more, regardless of tier, must have the following incorporated into and made a part of the agreement:

1. A copy of the Required Contract Provisions - All Federal-Aid Construction Contracts, Form PR-1273,

2. Subcontractor's Certification of Nondiscrimination in Employment,

3. All other applicable EEO Special Provisions contained in the contract, such as on-the-job training.

No subcontract will be approved unless the above requirements are met and written approval from a representative of the Oregon State Highway Division in Salem is sent to the contractor. Subcontracts executed without this written approval will be considered void.

In order to avoid delay in approval of such subcontracts, you are requested to make sure these requirements have been met prior to your submission of subcontract agreements through channels for approval.

If you have any questions regarding the Portland Affirmative Action Plan, please contact me.

cc: E. L. Hardt

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

June 10, 1977

Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

Re: Portland Area Affirmative Action Plan
SE Stark/Washington Intch.(Stark St. U'Xing)
FAP No. I-205-7(43)309
Contract No. 8537

Gentlemen:

The Equal Employment Opprotunity requirements of your contract includes the Special Provisions for the Portland Area Affirmative Action Plan. Enclosed herewith is the following data relative to these requirements:

1. Copy of the Portland Area Affirmative Action Plan Special Provisions.
2. A supply of Standard Form 257, Monthly Employment Utilization Report.

You are reminded that no subcontract agreement, $10,000 or larger, regardless of tier, shall be executed or approved unless the Portland Area Affirmative Action Plan Special Provisions have been incorporated into and made a part of the subcontract. Approval of subcontract agreements meeting these requirements will be made in writing by an authorized representative of the Oregon State Highway Division. A subcontract executed without such written approval shall be void.

The SF-257 forms are to be submitted by you to the Resident Engineer for this project in accordance with the directions stated on the form. It will be your responsibility to obtain and submit your subcontractors' reports along with your reports by the 5th of the month following the specified reporting period. These reports are required in addition to Form PR-1391, Federal-Aid Highway Construction Contractors Monthly EEO Report and when applicable, Form FHWA 1409, Federal-Aid Highway Construction Contractor's Quarterly Training Report, required by other EEO provisions.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

RECEIVED
STATE HWY ENGR
JUN 10 '77
REFER TO
FOR
Help | Issues | R/D | D/R | Sign | Act | File

bc: E. L. Hardt
Norm Oliva

Form 81-734-3122

BIDDERS PROPOSAL
FOR
HIGHWAY CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

B5267 TT 659

PROPOSAL OF P. F. Kadlec

PROPOSAL TO BE RECEIVED MAY 25, 1977

KIND OF WORK GRADING, PAVING AND STRUCTURE

SECTION S.E. STARK/WASHINGTON INTERCHANGE (STARK ST. UXING)

HIGHWAY EAST PORTLAND FREEWAY

COUNTY MULTNOMAH

OREGON STATE HIGHWAY DIVISION

SUPPLEMENT TO PROPOSAL - JANUARY, 1976

CERTIFICATION RELATIVE TO SOLICITING SUBCONTRACT BIDS FROM MINORITY BUSINESS ENTERPRISES

As a supplement to this proposal, reference is made to the Supplemental Required Contract Provisions, Federal Aid Contracts, titled "Minority Business Enterprise in Federal Aid Highway Construction", bound with the special provisions. Pursuant to these requirements, the bidder on this project shall complete the following:

"Bidders Certification Relative to Soliciting Subcontract Bids From Minority Business Enterprises"

The bidder on this project, hereby certifies:

☐ I DO NOT intend to subcontract a portion of the work.

☒ I DO intend to subcontract a portion of the work and have taken affirmative action to seek out and consider minority business enterprises as subcontractors. The bid items to be sublet and the documentation of affirmative action taken accompanies this proposal.

Each bidder intending to sublet part of the contract work shall, in advance of the dates specified for opening of bids, make contact with at least one minority business enterprise subcontractor.

The bidder is hereby advised that by signing this proposal on page 5 he is deemed to have signed this certification relative to soliciting subcontract bids from minority business enterprises.

Enclose in Proposal Form on
All Federal Aid Projects

Rev. December, 1976

S. E. Stark/Washington Interchange
(Stark Street Undercrossing)

OREGON STATE HIGHWAY DIVISION
DOCUMENTATION FORM

RELATIVE TO SOLICITING SUBCONTRACT BIDS FROM MINORITY BUSINESS ENTERPRISES

Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**

   Metis, Inc.
   Route 1, Box 155-H
   Mulino, Oregon 97042
   (503) 829-2721

2. **Date contact was made** 5-19-77 **Spoke with:** Mrs. Kissinger

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
22	Concrete Manholes
23	Concrete Inlets, Type P
24	Conctete Inlets, Type P Modified
41	Concrete Wall
1	Concrete Curbs

The bidder is hereby advised that by signing this proposal on page 5 he is deemed to have signed this documentation form relative to soliciting subcontract bids from minority business enterprises.

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Rev. December [illegible]

S. E. Stark/Washington Interchange
(Stark Street Undercrossing)

OREGON STATE HIGHWAY DIVISION
DOCUMENTATION FORM

RELATIVE TO SOLICITING SUBCONTRACT BIDS FROM MINORITY BUSINESS ENTERPRISES

Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. Name, address and telephone number of firm contacted:

Rosendin Electric, Inc.
880 North Mabury Road
Post Office Box 5061
San Jose, California 95150 (408) 286-2800

2. Date contact was made 5-18-77/Don Bueckerson

3. Bid items for which bids were solicited: (List by bid item number and name)

Bid Item No.	Bid Item Name
6	Temporary Illumination
49	¾-inch Electrical Conduit
50	1¼-inch Electrical Conduit
51	2-inch Electrical Conduit
52	Pole Foundations
[illegible]	Roadway Lighting Poles & Mast Arms
[illegible]	Luminaires and Ballasts
[illegible]	Switching, Conduit, Wiring, Lamps, etc.

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OREGON STATE HIGHWAY DIVISION
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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**

   Christian Electric Corporation
   5691 International Way

   Milwaukie, Oregon 97222

   (503) 653-2190

2. **Date contact was made** 5-19-77/Florence Garrett

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
6	Temporary Illumination
49	¾-inch Electrical Conduit
50	1¼-inch Electrical Conduit
51	2-inch Electrical Conduit
52	Pole Foundations
53	Roadway Light Pole [illegible]
54	Luminaires and Ballasts
55	Switching, Conduit, Wiring, Lamps, etc.

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Enclose in Proposal Form on All Federal Aid Projects

Rev. December 1976

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OREGON STATE HIGHWAY DIVISION
DOCUMENTATION FORM

RELATIVE TO SOLICITING SUBCONTRACT BIDS FROM MINORITY BUSINESS ENTERPRISES

Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**

Brandon Electrical Construction, Inc.
Route 3, Box 404-C
Gresham, Oregon 97030

(503) 666-1369

2. **Date contact was made** 5-19-77/Dale Shearer

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
6	Temporary Illumination
49	¾-inch Electrical Conduit
50	1¼-inch Electrical Conduit
51	2-inch Electrical Conduit
52	Pole Foundations
53	Roadway Lighting Plans & Bracket Arms
[illegible]	[illegible]
[illegible]	Switching, Conduit, Wiring, Lamps, etc.

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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. Name, address and telephone number of firm contacted:

Frye & Johnson Construction Company
403 Division
Post Office Box 1310
La Grande, Oregon 97850

(503) 963-0323 (503) 443-2011

2. Date contact was made 5-18-77/Rick Robinson
5-19-77/Al Frye

3. Bid items for which bids were solicited: (List by bid item number and name)

Bid Item No.	Bid Item Name
22	Concrete Manholes
23	Concrete Inlets, Type P
24	Concrete Inlets Type P Modified
30	Concrete Walks
31	Concrete Curbs

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Rev. December, 1976

S. E. Stark/Washington Interchange
(Stark St. Undercrossing)

OREGON STATE HIGHWAY DIVISION
DOCUMENTATION FORM

RELATIVE TO SOLICITING SUBCONTRACT BIDS FROM MINORITY BUSINESS ENTERPRISES

Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. Name, address and telephone number of firm contacted:

K & R Plumbing Construction Co., Inc.
14463 S. E. 152nd Drive
Clackamas, Oregon 97015

(503) 658-3161

2. Date contact was made 5-19-77/Carrie

3. Bid items for which bids were solicited: (List by bid item number and name)

Bid Item No.	Bid Item Name
22	Concrete Manholes
23	Concrete Intets, Type P
24	Concrete Inlets, Type P Modified
30	Concrete Gutter
31	Concrete Curbs

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(Stark Street Undercrossing)

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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. Name, address and telephone number of firm contacted:

Gibson Construction Co., Inc.
Post Office Box 907
Jacksonville, Oregon 97530

(503) 899-1712

2. Date contact was made 5-19-77

3. Bid items for which bids were solicited: (List by bid item number and name)

Bid Item No.	Bid Item Name
13	Plant Mix Aggregate Base
14	Cement Treated Base Mixture
15	Portland Cement In CTB Micture
16	Asphalt In [illegible]
17	Class "H" [illegible] Asphalt
32	Extra for Asphalt Curbs
33	Extra for Asphalt Curbs

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(Stark St. Undercrossing)

OREGON STATE HIGHWAY DIVISION
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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. Name, address and telephone number of firm contacted:

Lopez Paving Company
1010 Hutson Rd.
Hood River, Oregon 97031

(503) 386-3388

2. Date contact was made 5-19-77/Mrs. Lopez

3. Bid items for which bids were solicited: (List by bid item number and name)

Bid Item No.	Bid Item Name
13	Plant Mix Aggregate Base
14	Cement Treated Base Mixture
15	Portland Cement In CTB Mixture
16	Asphalt In Base
	Class "B" or Class "C" Asphalt
51	Extra for Asphalt Curbs

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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**

SEWAI Construction, Inc.
78 South Hudson Street
Seattle, Washington 98134

(206) 762-4080

2. **Date contact was made** 5-19-77/Bill Tenma

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
13	Plant Mix Aggregate
14	Cement Treat Base Mixture
15	Portland Cement In C T B Mixture
[illegible]	Asphalt In Seal
[illegible]	Class "B" to Class "E" Asphalt
32	Extra for Asphalt Walks
33	Extra for Asphalt Curbs

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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**

Wess Hall Company, Inc.
1131 31st Avenue
Post Office Box 22013
Seattle, Washington 98122

(206) 324-3727

2. **Date contact was made** 5-18-77/Larry Morrison

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
3	Temporary Signs
4	Temporary Continuous Rail
5	Traffic Barrier, Reflectorized
28	Temproary Barricades
[illegible]	Type 3-70 Fence
	24' Double Gates
	Two Tube Metal Rail
	Three Tube Metal Rail

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Enclose in Proposal Form on All Federal Aid Projects

Rev. December 1976

S.E. Stark/Washington Interchange
(Sta[illegible] Street Undercrossing)

OREGON STATE HIGHWAY DIVISION
DOCUMENTATION FORM

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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**

Husky Fence Company
Idleyld Rt. Box 565

Roseburg, Oregon 97470

(503) 673-8256

2. **Date contact was made** 5-19-77/Lois

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
3	Temporary Signs
4	Temporary Continuous Rail Traffic Barrier, Reflectorized
5	Temporary Barricades
28	Type 3-70 Fence
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

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Rev. December, 1976

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(Stark St. Undercrossing)

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Use a separate sheet and provide all information requested for each contact made with a minority business enterprise.

1. **Name, address and telephone number of firm contacted:**
   M. A. Medical Products Supply
   3944 N. E. 15th
   Portland, Oregon 97212
   (503) 281-6321

2. **Date contact was made** 5-19-77/Mathew Akom

3. **Bid items for which bids were solicited: (List by bid item number and name)**

Bid Item No.	Bid Item Name
3	Temporary Signs
4	Temporary Continuous Rail Traffic Barrier, Reflectorized
5	Temporary Barricades
28	Type 3-70 Fence
29	24' Double Gates
[illegible]	Two Tube Metal Rail
[illegible]	Three Tube Metal Rail

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Enclose in Proposal Form on
All Federal Aid Projects

Rev. December 1976

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 10, 1977

FILE:

FROM: Construction EEO Engineer

TO: Norm Oliva
Resident Engineer

SUBJECT: SE Stark/Washington Intch.(Stark St. O'Xing)
FAP NO. I-205-7(43)309
Contract No. 8537

The subject contract includes the Special Provisions, "On-the-Job Training". The following procedures will be used to implement these provisions:

The Resident Engineer will be responsible for determining that the contractor and the subcontractors comply with the EEO Special Provisions pertaining to "On-the-Job Training". The contractor must comply with these Special Provisions by having trainees present on the job for more than a token period of time. They must be on the project for a reasonable portion of the time the craft in which they are working is required on the project.

You will be required to keep certain records to document the quality of training provided. The monitoring of the training program will be subject to Federal Highway Administration Audit. Your documentation must therefore be complete and accurate. Obviously the training provided the trainee should be consistent with the contractor's training program. Occasionally, and in a manner that will not interfere with the contract work, the trainee should be contacted to ascertain whether he is receiving the training intended.

The training and upgrading of minorities and women is a primary objective of this program. The Resident Engineer should familiarize himself with the efforts the contractor is making to secure minority representatives. If it appears that the contractor is not making a reasonable effort, this fact should be brought to the attention of the EEO Engineer.

To assure that proper records are kept on this program, daily flagging cards, Form E-338, should be maintained on each trainee indicating the length and type of training provided daily. Payment for this approved training shall be made with the Monthly Progress Estimate. This information should be adequate so that you can check the contractor's quarterly training report. A copy of the form which the contractor will be using for the quarterly report is attached. This report is due in this office on the 15th day of the month following the end of a quarter. Copies of this form have been forwarded directly to the contractor with instructions for use and submittal. He is to submit the report to you by the 10th of the month.

As indicated in the contract Special Provisions, payment to the contractors for "On-the-Job Training" will be made by Price Agreement. A sample copy of a Price Agreement is attached.

MDG:mk

Attach.

cc: E. L. Hardt

RECEIVED
STATE HWY ENGR
JUN 10 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 10, 1977

Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

Re: SE Stark/Washington Intch.(Stark St. U'Xing)
FAP No. I-205-7(43)309
Contract No. 8537

Gentlemen:

The Equal Employment Opportunity provisions in your contract includes the training special provisions. The special provisions include the following requirements:

"Prior to commencing construction, the contractor shall submit to the State Highway Division for approval the training program(s) to be used in each selected trade or job classification."

Your selection of crafts and the number of trainees in each craft should be submitted for approval prior to or at the preconstruction conference for the project. Approval or acceptance of a training program shall be obtained from the Oregon State Highway Division prior to commencing work in the classification covered by the program.

"The minimum length and type of training for each classification will be as established in the training program selected by the contractor and approved by the State Highway Division and the Federal Highway Administration."

"Within 7 days after a trainee commences work on the project, the contractor and/or subcontractor shall furnish the engineer written notification showing the name of trainee or apprentice, the trade in which he is receiving training and the date training started."

"The contractor shall furnish the engineer documentation showing the name of the trainee, the type of work performed, dates, and hours worked."

"The contractor shall provide each trainee with a certification showing the type and length of training satisfactorily completed."

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JUN 10 '77
REFER TO
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Info | Invest | R/D | D/R | Sign | Act | File

"The contractor will provide for the maintenance of records and furnishing periodic reports documenting his performance under this training special provision."

"No reimbursement for trainees will be made until all required documentation has been submitted by the contractor and approved by the engineer."

The Oregon Highway Division will use the Federal form for Federal-aid Highway Construction Contractors Quarterly Training Report, Form 1409, to summarize the training which you provide each trainee. A sample copy and a supply of forms for your use are attached.

You are required to furnish the original of this report to the trainee and submit two copies to our resident engineer on or before April 10, July 10, October 10, and January 10. One copy is to be retained in your file. Failure to submit the required reports by the date indicated (the 10th of the month following each quarter) will delay your monthly estimate. This same requirement applies to any of your subcontracts which include the training special provision. It is your responsibility to see that your subcontractors comply.

You are required to furnish our resident engineer a copy of the certification which you provide each trainee. This certification is required for each trainee except those furnished under an approved apprenticeship program. This certification is required even though the trainee may be terminated for any reason prior to completion of the proposed training period. The certification must show the length and type of training satisfactorily completed.

You are reminded that the primary objective of this Training Special Provision is training and upgrading members of minority groups and women. We expect you to take affirmative action to attain this objective.

Very truly yours,

M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:mk

Attachment

bc: E. L. Hardt
Norm Oliva

JCS - 7 (a) 8537

REFERRED TO
Beard Steudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Keesey Jackmc Hopkins Williams Glenn

RECEIVED
JUN 7 1979
CONSTRUCTION BRANCH

Richards Berg Inloes Widmer Gebauer Church

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48

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF OVERRUNS AND UNDERRUNS

Section SE STARK/WASHINGTON INT(STARK ST U'XING Contract No. 8537

Highway EAST PORTLAND FREEWAY Prefix 626-1016

Contractor ROY E. LADD, INC. Federal Aid No. I-205-7(43)309

	CONTRACT AUTHORIZATION	FINAL COST	PERCENT	
Contract Amount	$566,972.00	$557,107.42	1.7	Under Over
Contingencies	$ 26,274.24	$ 24,372.82	7.2	Under Over
Engineering	$ 52,548.48	$ 78,000.00	48.4	Under Over
Anticipated Items	$ 16,900.00	$ 21,680.23	28.3	Under Over
Add'l. Auth.	$	$		Under Over
TOTAL	$662,694.72	$681,160.47	2.8	Under Over

Explanation of Overruns and Underruns:

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
1	Mobilization	L.S.	$ 48,470.00	$ 48,470.00	0
2	Temporary Protection &Direction Traffic	L.S.	$ 3,000.00	$ 3,000.00	0
3	Temporary Signs	Sq Ft	$ 1,464.00	$ 1,968.00	34.4 +
	Plan signing inadequate for proper traffic control.				
4	Temp. Cont. Rail Traf Barr. Reflectorized	Ln Ft	$ 9,750.00	$ 15,275.00	56.7 +
	Additional payment made for reinstalling rail at various locations See Sec 111.84 of Standard Specs.				
5	Temp. Barricades	Each	$ 715.00	$ 910.00	27.3 +
	Overrun due to replacing barricade damaged by traffic. See Sec 111.83 of Standard Specs.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
6	Temp. Illumination	L.S.	$ 4,000.00	$ 4,000.00	0
7	Flagmen	Hour	$ 8,160.00	$ 412.25	94.9 -
	Contractor scheduled work to cause minimum interference with traffic				
8	Clearing & Grubbing	L.S.	$ 5,000.00	$ 5,000.00	0
9	Removal Structures & Obstructions	L.S.	$ 2,000.00	$ 2,000.00	0
10	General Excavation	Cu Yd	$ 29,340.00	$ 30,365.20	3.5 +
11	Trench Excavation	Cu Yd	$ 3,630.00	$ 5,266.05	45.1 +
	Extra depth required to place sewer line under utilities.				
12	Watering	M-gal	$ 1,080.00	$ 100.80	90.7 -
	Material was of such a nature as to require minimal watering.				
13	Plant Mix Aggregate Base	Ton	$ 12,000.00	$ 11,994.96	0
14	CTB Mixture	Ton	$ 6,240.00	$ 0.00	100.0 -
	Deleted see PA # 9				
15	Cement in CTB	Ton	$ 1,950.00	$ 0.00	100.0 -
	Deleted see PA # 9				
16	Asphalt in Seal	Ton	$ 300.00	$ 0.00	100.0 -
	Deleted see PA # 9				
17	Class'B'or'C' A.C.	Ton	$ 18,900.00	$ 20,800.26	10.1 +
18	12" Culvert Pipe	Ln Ft	$ 960.00	$ 384.00	60.0 -
	Deleted one run of pipe under impact panels.				

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
19	21" Culvert Pipe	Ln Ft	$ 960.00	$ 1,104.00	15.0 +
	Overrun due to length of sections placed.				
20	12" Sewer Pipe	Ln Ft	$ 3,304.00	$ 2,870.00	13.1 -
	Deleted one run.				
21	Extra for Pipe Under Pavement	Ln Ft	$ 495.00	$ 0.00	100.0 -
	There was no pipe placed under pavement.				
22	Concrete Manholes	Each	$ 1,200.00	$ 1,200.00	0
23	Conc Inlets Type "P"	Each	$ 3,000.00	$ 3,000.00	0
24	Concrete Inlets Type "P" Modified	Each	$ 2,400.00	$ 3,600.00	50.0 +
	2 Type 'P' Mod. inlets were added to the contract to improve roadway drainage.				
25	Gravel Sumps	Each	$ 1,800.00	$ 1,200.00	33.3 -
	Due to the permeability of the soil 2 of the sumps were deleted.				
26	8" Drain Pipe	Ln Ft	$ 690.00	$ 690.00	0
27	3/4"-0 Gravel in Drains	Cu Yd	$ 450.00	$ 204.00	54.7 -
	Underrun due to the deletion of the Gravel Sumps(BI 25).				
28	Type 3-70 Fence	Ln Ft	$ 3,660.00	$ 3,441.00	6.0 -
29	24' Double Gate	Each	$ 600.00	$ 600.00	0
30	Concrete Walks	Sq Yd	$ 2,580.00	$ 2,382.00	7.7 -
31	Concrete Curbs	Cu Yd	$ 2,160.00	$ 3,396.00	57.2 +
	Plan quatity was over estimated.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
32	Extra for A.C. Walks	Sq Yd	$ 480.00	$ 500.90	4.4 +
33	Extra for A.C. Curbs	Ln Ft	$ 1,090.00	$ 1,105.20	1.4 +
34	Shoring, Cribbing,etc	L.S.	$ 500.00	$ 500.00	0
35	Structural Excavation	Cu Yd	$ 6,500.00	$ 4,679.90	28.0 -
	The original quatities were too high.				
36	Structural Excavation Below Elev. Shown	Cu Yd	$ 1,200.00	$ 0.00	100.0 -
	No structural excavation was needed on this project.				
37	Structural Concrete Class 3300	L.S.	$ 40,000.00	$ 40,000.00	0
38	Structural Concrete Class 4000	L.S.	$ 20,000.00	$ 20,000.00	0
39	Structural Concrete Class 5000	L.S.	$ 170,000.00	$ 170,000.00	0
40	Reinforcement	L.S.	$ 40,000.00	$ 40,000.00.	0
41	Coated Reinforcement	L.S.	$ 16,000.00	$ 16,000.00	0.
42	Prestress Steel	L.S.	$ 48,000.00	$ 48,000.00	0
43	Reinforced Concrete Bridge End Panels	Sq Yd	$ 7,458.00	$ 7,359.00	1.3 -
44	2 Tube Metal Rail	Ln Ft	$ 6,776.00	$ 6,798.00	0.3 +

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
45	3 Tube Metal Rail	Ln Ft	$ 10,758.00	$ 10,758.00	0
46	4" Pipe in Structure	Ln Ft	$ 352.00	$ 178.40	49.3 -
	Original quatities were estimated too high.				
47	6" Pipe in Structure	Ln Ft	$ 110.00	$ 102.50	6.8 -
48	8" Pipe in Structure	Ln Ft	$ 420.00	$ 261.00	37.8 -
	Original estimate was too high.				
49	3/4" Elect. Conduit	Ln Ft	$ 375.00	$ 431.00	14.9 +
	Additional was needed to complete the project.				
50	1¼" Elect. Conduit	Ln Ft	$ 1,995.00	$ 1,932.00	3.2 -
51	2" Elect. Conduit	Ln Ft	$ 1,700.00	$ 1,868.00	9.9 +
52	Pole Foundations	L.S.	$ 2,000.00	$ 2,000.00	0
53	Roadway lighting Poles & Bracket Arms	L.S.	$ 5,000.00	$ 5,000.00	0
54	Luminaires & Ballast	L.S.	$ 1,000.00	$ 1,000.00	0
55	Switching, Conduit, Wiring, Lamps, etc.	L.S.	$ 5,000.00	$ 5,000.00	0
			$	$	
			$	$	

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
			$	$	
	PRICE AGREEMENTS				
30101	On-the-job Training	Hour	$ 800.00	$ 581.60	27.3 -
	Accelerated S.E. Stark and finished it early, then the trainee went to S.E. Market.				
30201	Document the use of	Contracor	's Weight Tickets.		
			$	$	
30301	Document Specification	on Change	Woven Wire	Fence.	
			$	$	
30401	Substitute Bearings Credit State		$ -458.50	$ -458.50	0
30501	Demolish & Remove Building	L.S.	$ 5,090.00	$ 5,090.00	0
30601	Penalty Non-Spec Gate	L.S.	$ -85.96	$ -85.96	0
30701	Excav & Backfill	Cu Yd	$ 1,050.00	$ 3,591.00	242.0 +
	Original estimate too low due to added width of trench that was required for work on water line.				
30702	Pipe & Fittings	L.S.	$ 16,340.00	$ 16,340.00	0
30801	Roadway & Sign Illumination Rev.	L.S.	$ 4,132.00	$ 4,132.00	0
30901	Subs. ATB for CTB	Ton	$ 8,491.60	$ 11,631.37	37.0 +
	Original quantities for BI Nos. 14, 15 & 16 were used and they were under estimated.				
			$	$	
			$	$	

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
			$	$	
	EXTRA WORK ITEMS				
801	Place Embankment in Sinkhole Span # 1		$ 256.33	$ 256.33	0
			$	$	
	STATE FORCE ORDER WORK				
92001	Temporary and Premanent Striping		$ 1,750.00	$ 1,749.23	0
			$	$	
			$	$	
			$	$

#8537

FORM 61-734-2030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 16, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 26, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 26, 1977 on the following projects:

1. South Baker Interchange-Encina Interchange
   Old Oregon Trail Highway, Baker County
   Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oregon City-New Era
   Pacific Highway East, Clackamas County
   Rock Screen Slope Protection

   Same as No. 1.

3. Columbia City ("E", 2nd and "L" Streets)
   Columbia County
   Paving (overlay)

   Same as No. 1.

4. Austin Rock Production, Grant County

   Same as No. 1.

5. Odell Lake Rock Production, Klamath County

   Same as No. 1.

6. Elmira-Veneta Bikeway
   Territorial Highway, Lane County
   Grading and Paving

   1.6 miles of Class II and Class III bikeway extending existing Class III bikeway.

7. Burns Junction-Crooked Creek
I.O.N. Highway, Malheur County
Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". 4-foot shoulders will be provided.

8. Silverton Road O'xing-"D" Street U'xing
Pacific Highway, Marion County
Grading, Paving, Drainage and Signing

Same as No. 1. Grading and paving incidental to drainage and signing.

9. Burlington Northern Railroad Depot (Salem)
Marion County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities construction.

10. Columbia Boulevard Intchge (Owens-Illinois Relocation)
East Portland Freeway, Multnomah County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities.

11. SE Stark/Washington Intchge (Stark Street U'xing)
East Portland Freeway, Multnomah County
Grading, Paving and Structure

7-foot existing sidewalks on Stark Street and 8-foot sidewalk / bikeway provided on south side of structure.

12. SE Market Street U'xing
East Portland Freeway, Multnomah County
Grading, Paving and Structure

8-foot sidewalk/bikeway provided on both sides of approaches and structure.

13. NE 68th Avenue-NE 81st Avenue (Portland)
FAU 9858 (NE Halsey Street), Multnomah County
Grading, Paving and Signals

Same as No. 1. 7-foot sidewalks are provided.

14. East Portland State Police Headquarters
East Portland Freeway
Multnomah County
Grading, Paving and Building Construction

Same as No. 1. Grading and paving incidental to building construction.

15. Palmquist Road-Kelso Road
Mt Hood Highway, Multnomah and Clackamas Counties
Flashing Beacon Installation

Same as No. 1.

16. Little Nestucca and Nestucca River Bridges
Little Nestucca and Oregon Coast Highways
Tillamook County
Painting

Same as No. 1.

17. Stanfield (SW Barbara Street)
City Street, Umatilla County
Grading and Paving

Same as No. 1. 6-foot shoulders are provided.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8537

ENVIRONMENTAL REVIEW CHECKLIST

I-205

ALL CLEAR 4/26/77
Donald L. Trout

5-26-77 Bid Letting _____ All Clear Deadline

SECTION N. Stark/Wash. Int. (Stark St. U'Xing)
Highway I-205
County Multnomah Region ____
Type of Work Str. - Detour Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

I-205-7(43)309

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration		X				No apparent problems
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X				
Cultural Salvage	X					
NOISE:						
Noise Study	X					Mitigation will be addressed in the grading work. Dykman to Trout 4-26-77

8537

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)
NE Morris St.-SE Salmon St. Section
Stark Street - #13522
Washington Street - #13523
Market Street - #13527
(copy)

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

Our December 21, 1976 memorandum gave provisional approval for these three structures pending receipt of the foundation reports and approved interchange layout sheet.

We have now received this information and approve the structure geometrics. We also approve the foundations using spread footings at all bents as recommended in the Foundation Recommendation.

for G. L. Green

cc:
OSHD (W Hart)

cy Rubien

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8537 I-205

STATE OF OREGON

INTEROFFICE MEMO

TO: GERALD RIEN
Road Design

DATE: February 22, 1977

FROM: GARY KENNEN
Metro Utility Engineer

SUBJECT: MALL 205 Sanitary Sewer
Stark/Washington Interchange
East Portland Freeway
Multnomah County

Since my letter of December 13 to Mr. Herbert Althouse, General Manager of Mall 205, I have talked to him by telephone on several occasions. A summation of those conversations follows.

Multnomah County now indicates it will be at least three years before a permanent sewer system is available for mall use. A temporary sewer will have to be constructed on the Stark Street detour and a permanent line will be required across I-205.

Mr. Althouse has requested the Oregon State Highway Division to design and install both systems. Mall 205 will reimburse OSHD actual costs. We could either ask for bids from our contractor, or perform on an extra work order.

Whatever method we choose, Mr. Althouse should have a set of plans and our estimate of cost prior to advertising this project.

pq

cc Final Design, w/enclosure
Bridge Design "
Utility Unit "

1 Versteeg ✓
2 Olson
Scott
3 Swenson
Savage
Trout
Rien

RECEIVED
FEB 24 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

81-125-1387

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8235

December 13, 1976

HERBERT ALTHOUSE
General Manager
Mall 205
9900 S.E. Washington
Portland, Oregon 97216

Subject: Private Sewer Line
Stark Street Bridge
East Portland Freeway
Multnomah County

The present tentative bid schedule for construction of the Stark Street Bridge over I-205 is May 26, 1977. At that time the Mall 205 sewer line will be in conflict with the freeway project.

It is my understanding that this line is to be disconnected when Multnomah County completes their proposed sanitary sewer improvement. The problem then appears to be what can be done to keep this temporary line in service until Multnomah County completes their project.

Also I must point out that this sewer line lies entirely within public road right-of-way and therefore its adjustment is non-reimbursable under state policies and procedures.

If you wish to discuss this further, please call me at 238-8254.

Gary Kennen
GARY KENNEN
Metro Utility Engineer

pq

bcc: Utility Section

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(-)
Revised Preliminary Plans:
Stark Street - #13522
Washington Street - #13523
Market Street - #13527

DATE: December 21, 1976

In reply refer to: 1041BR.1

FROM: G. L. Green, Division Administrator

NOTED
S HUNTE

TO Mr. H. S. Coulter, State Highway Engineer

Revised preliminary plans for these structures submitted with Mr. Hart's September 2, 1976 letter have been reviewed. These structures have generally been adjusted in length for the revision in Interstate 205.

We have been concerned about the change in roadway widths of the Stark and Washington Street structures. We understand that you are presently preparing a new interchange layout that agrees with the geometrics shown on these preliminary plans and we will now make provisional approval of the geometrics of these structures pending receipt of that layout.

We still have not received foundation data on these structures. Based on the pile and plate load tests in the area, it would appear that spread footings would be appropriate at all bents and abutments.

For G. L. Green

RECEIVED
STATE HWY ENGR
DEC 23 '76
REFER TO
Hart - Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Hart
12-27-76

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 500
Salem, OR 97308

Dear Mr. Green:

Stark, Washington and Market Sts. Uxings
East Portland Freeway, I-205
Multnomah County
Bridges 13522, 13523, 13527

Attached are drawings 31558, 31563, 31520, 31571 and 31572 which are the preliminary plan and elevations and vicinity maps for the Stark, Washington, and Market Streets structures. These are revised to accommodate the Plan 3 geometrics for the I-205 freeway. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is:

Stark Street	$713,000
Washington Street	739,000
Market Street	912,000

Approval on previous submittals of these structures had been received from you. They are being resubmitted for your approval on the current proposal.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JEB:dh
Attachments

cc E. S. Hunter
L. W. Rullen

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENG
SEP 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8537

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

OCT 4 1972

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 2, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-205-7(2)-
N. E. Morris St.-S. E. Salmon St. Section
Stark and Washington St. U'xings - #1352&3

Foundation data transmitted with Mr. Ellison's September 19 memorandum has been reviewed. Preliminary plan data for these two structures is now complete and approved.

cy Bridge
10-6-72

10-4-72
Johnson

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FOR
Info | ves | RID | DIR | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
AUG 1[illegible]72

FOR FILING

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION 5821 N. E. GLISAN PORTLAND, OREGON

Const.
R/W
E P F
Glisan - Div.

August 8, 1972

Robert L. Nordlander
Director of Public Works

Robert S. Baldwin
Multnomah County Planning Director

I-205 - STARK-WASHINGTON COUPLET

Your letter of March 17, 1972, concerning access control along relocated 96th and Washington Streets has again been reviewed by the Oregon State Highway Division. The Federal Highway Administration has reviewed this matter at our request and they denied federal participation on the basis that acquisition of this property or control of the access beyond the normal limits cannot be supported in benefits directly related to the freeway development.

In our meeting with you yesterday in Mr. Coulter's office, the Mall 205 representatives indicated that property lying between relocated 96th and Washington would probably not be developed by the owners of Mall 205. Since we are unable to grant your request that this property be purchased by the Highway Division or access control to S. E. Washington, it would appear that your best hope for controlling access along Washington would be through zoning or your purchase of the property with County funds.

H. S. COULTER
Metropolitan Engineer

by

ORIGINAL SIGNED BY D. E. SWAN

NOTED
E. S. HUNTER

D. E. SWAN
Assistant Metropolitan Engineer

DES:cw
cc: E. S. Hunter

RECEIVED
AUG 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8537

RECEIVED
JUL 18 1972
FOR FILING

July 18, 1972
Salem, Oregon

Oregon Project I-80N-1(29)6
S.E. Stark-S.E. Washington
Interchange

Mr. H. S. Coulter
Metropolitan Engineer

DIVISION

I attach a copy of FHWA's reply in which they refuse participation in your recommended purchase of the property bounded by S.E. Washington and relocated 96th Avenue.

We do not have funds available to purchase this property and since the FHWA will not participate, you should advise Multnomah County that if they desire that tract of land it will be up to them to purchase the property.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
Frank Hall

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 29, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-1(29)6
S. E. Stark-S. E. Washington Interchange

Mr. Hunter's June 19 letter requests approval to purchase the tract of land which will be bounded by S. E. Washington Street and relocated 96th Avenue.

The cost for acquiring this property is indicated as approximately $150,000.

It is not evident that the cost of acquiring this property and the attendant access control could be supported either by improved traffic operations or other benefits directly related to the freeway development. Lacking evidence of such benefits, the request cannot be approved.

EST
Discuss
2

NOTED
TOM EDWARDS

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

537

RECEIVED
JUN 20 1972

FOR FILING

June 19, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Stark-Washington Interchange
Stark-Division Street Section
East Portland Freeway (I-205)
Multnomah County

As presently designed 96th Avenue has been relocated to intersect Washington Street approximately 500 feet easterly of the interchange ramp terminal, as indicated on the attached xerox prints of a portion of the approved layout sheet and of the detail map.

We have been requested by representatives of Multnomah County to control the access along the southerly side of Washington Street, preferably by purchasing the property between Washington Street and relocated 96th Avenue. This property is presently owned by the developers of Mall 205 and the County anticipates traffic oriented facilities on this property to the detriment of the operation and appearance of the area. They believe that this should be made a greenway or park area and would accept the area for maintenance after the landscaping has been completed.

Preliminary right of way costs for acquiring this parcel have been estimated at $4.00 per square foot; approximately $150,000.

Extensive commercial growth is anticipated in this area to accompany Mall 205, Payless and other developments that have recently been constructed. Your review of this matter and approval of this protective purchase is requested.

Attachment

ADO:jh jf
bc: Tom Edwards
F. B. Klaboe
L. H. Young
Frank Hall
H. S. Coulter w/att.

Field Intch.

STR. +1-7 WALK
52' X 360'±

STR. +1-7 WALK
52' X 360'±

STARK ⇦ ST.

66'

9TH AVE

AVE

OAK ST.

⇨ WASHINGTON ST.

Relocated 96 HI ST.

40'

40'

SE

96

X 275

55R

50'

X 281.0

280

X 27

D1

X 279.1

350

X 280.1

S.E.

279.3 X

STARK

X 278.6 S

280

280

55R

SUB STATION

348

55R

15

20

WASH

55R

WASHINGTON

Multnomah Co. Easement

100R

S.E. 96th

240

355 Relocated

MALL 20'

270

DOUGLAS

275

FORM S-36 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 27, 1972

SUBJECT: Stark-Washington Couplet
East Portland Freeway

To: F. B. Klaboe
Deputy State Highway Engineer
Salem

Multnomah County has requested our consideration of a number of revisions in the vicinity of the subject interchange area. The majority of these have been resolved satisfactorily. The County desires that the State secure access control along S. E. Washington Street between the easterly frontage road and relocated S. E. 96th Avenue - preferably by purchasing the property which lies between the frontage road, relocated 96th, and Washington Street. A print of a right-of-way map section is attached which outlines this property.

The County did propose to maintain the area as a park and/or greenway area after landscaping was completed. The existing easement shown on the map is temporary and will expire when Washington Street is relocated during construction of I-205. The subject property currently is owned by Mall 205 developers. Preliminary indications are that they would develop some tourist type facilities on this property following completion of the freeway. Preliminary right-of-way costs for acquiring this parcel have been estimated at $4.00 per square foot or in excess of $150,000.

Normally our acquisition of access control would extend 100' beyond the 55' radius curve between the east frontage road and Washington Street. We believe that the acquisition of this parcel would provide a park or greenway area beneficial to the public. There is some question whether the acquisition would be eligible for Federal participation. It is our recommendation that if Federal participation can be secured, that the property be acquired and following construction, title transferred to Multnomah County.

5-8-72
A. Olsen -
Will you pls. handle
R. D. Asbury

H. S. COULTER
Metropolitan Engineer

HSC:cw
cc: R. L. Schroeder
Frank Hall

RECEIVED
MAY 4 1972
PROGRAMMING SECTION

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURY

Going to apply for Fed help
If turns down apply to Co. and

X 275

X 2810

X 27

55'R.

50'

D I

X 270.1

280

X 200'

S.E.

2793 X

STARK

X 278.6 S

280

330

55'R.

348

SUB STATION

55'R.

15'

20'

WASH

55'R.

Multnomah Co. Easement

100'R.

S.E. 96th

240

355 Relocated

MALL 205

270

PORCH

27.5

8537

RECEIVED
JUN 20 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 16, 1972

In reply refer to: 10-35.6

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)-
Morris St.-Salmon St. Section
Stark & Washington St. U'xings - #13522 & 3

Mr. Johnson's memorandum of May 1 transmitted preliminary plan data for the above structures, excluding foundations data.

It is our understanding that the four-lane configurations shown on the Stark St. structure is temporary until the couplet is constructed, at which time it will carry three lanes like the Washington St. structure.

The structure plans are approved, except we reserve the right to make additional comments after receipt of the foundation data.

NOTED
F. B. KLABOE

6-26-72
Hart
ej Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

8537

RECEIVED
MAY 2 1972

FOR FILING

May 1, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM:
A. E. Johnson
Assistant State Highway Engineer

SUBJECT: S. E. Washington and S. E. Stark Undercrossings
N. E. Morris Street-S. E. Salmon Street Section
East Portland Freeway
Multnomah County

Bridges 13523 and 13522

Enclosed are two prints each of Drawings 28159, 28160, and 28010 which are the preliminary plan and elevations and vicinity maps for the Washington Street-Stark Street couplet structures. The foundation recommendations will be forwarded when they become available.

These structures carry three lanes of one-way traffic on Washington and four lanes of one-way traffic on Stark with 8-foot walks on one side of each. They cross over 10 lanes of traffic on the East Portland Freeway. A four-span post-tensioned concrete box girder with sloped legs provides a graceful, slender structure. A two-span post-tensioned concrete box girder alternate was considered at a slightly higher cost ($1,163,000 for both structures).

The foundation information indicates the probable use of spread footings at the center bent and steel pile footings at the end bents. Traffic will be carried on one street while constructing the other structure, then reversed.

(more)

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $546,000 for Stark Street and $544,000 for Washington Street.

This is being submitted to you as a preliminary for your approval.

Enc. (6)

JEB:ag ja

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
Vern Skoog

1537

RECEIVED
MAY 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 27, 1972

SUBJECT: Stark-Washington Couplet
East Portland Freeway

1532

To: F. B. Klaboe
Deputy State Highway Engineer
Salem

Multnomah County has requested our consideration of a number of revisions in the vicinity of the subject interchange area. The majority of these have been resolved satisfactorily. The County desires that the State secure access control along S. E. Washington Street between the easterly frontage road and relocated S. E. 96th Avenue - preferably by purchasing the property which lies between the frontage road, relocated 96th, and Washington Street. A print of a right-of-way map section is attached which outlines this property.

The County did propose to maintain the area as a park and/or greenway area after landscaping was completed. The existing easement shown on the map is temporary and will expire when Washington Street is relocated during construction of I-205. The subject property currently is owned by Mall 205 developers. Preliminary indications are that they would develop some tourist type facilities on this property following completion of the freeway. Preliminary right-of-way costs for acquiring this parcel have been estimated at $4.00 per square foot or in excess of $150,000.

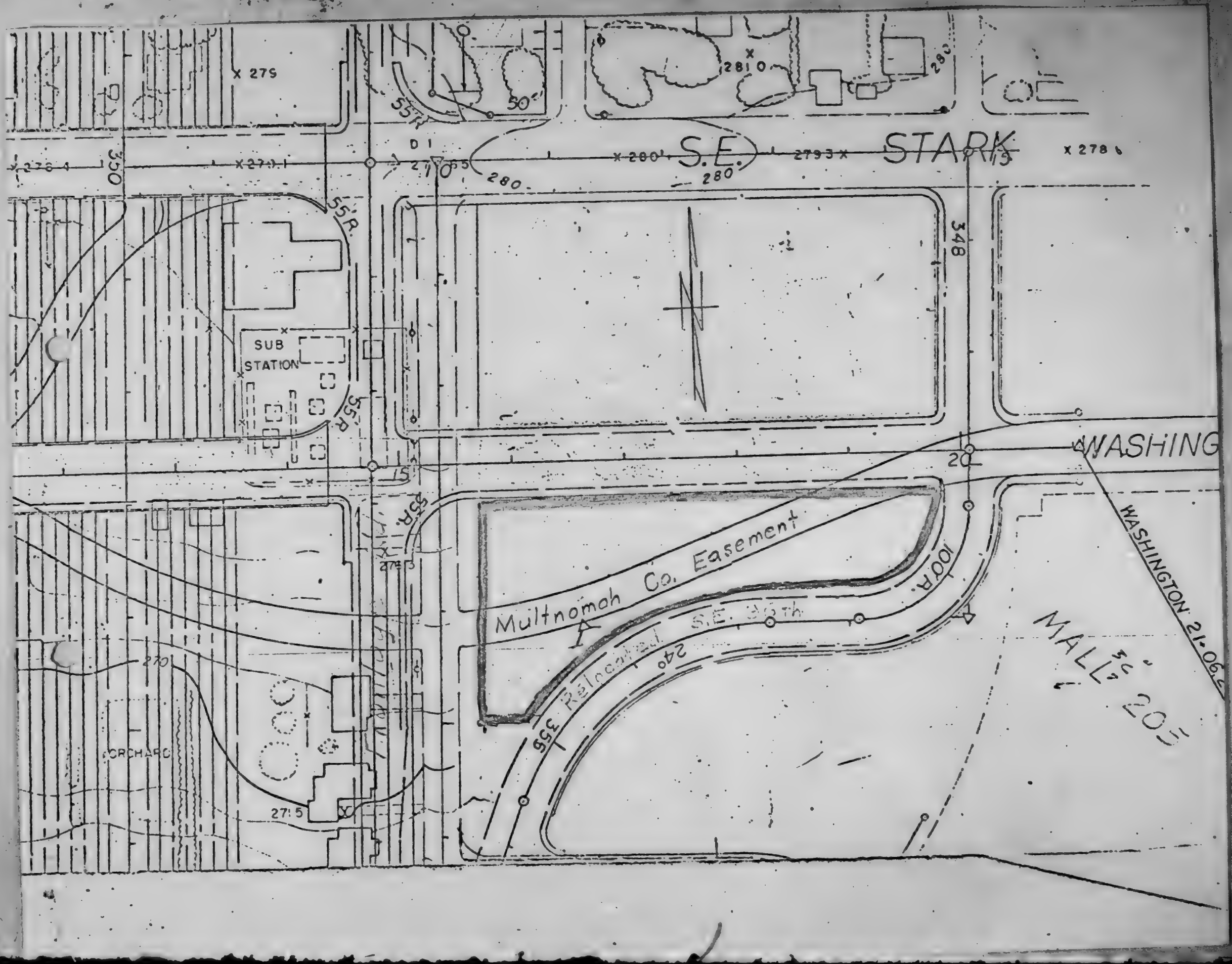
Normally our acquisition of access control would extend 100' beyond the 55' radius curve between the east frontage road and Washington Street. We believe that the acquisition of this parcel would provide a park or greenway area beneficial to the public. There is some question whether the acquisition would be eligible for Federal participation. It is our recommendation that if Federal participation can be secured, that the property be acquired and following construction, title transferred to Multnomah County.

H. S. COULTER
Metropolitan Engineer

HSC:cw
cc: R. L. Schroeder
Frank Hall

NOTED
R. L. SCHROEDER

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER


X 278
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350
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SUB
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2793 X
STARK
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348
WASHING
20
WASHINGTON 21-06
Multnomah Co. Easement
100R
S.E. 93rd
240
355 Reinforced
MALL 205
270
ORCHARD
275

8537

RECEIVED
APR 22 1970
FOR FILING

HR
3-17-71

March 19, 1970

Multnomah County Department of Public Works
2115 S. E. Morrison Street
Portland, Oregon 97214

MISC. CONTRACTS and AGREEMENTS No. 5920

2743

Attention: Mr. Robert L. Nordlander
Director

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement which allows the County to occupy State-owned property for constructing an extension of S. E. Washington-S. E. Stark Street one-way couplet system through the Montavilla area.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conformed agreement attached)

RECEIVED
FEB 18 1970
FOR FILING

Court
E 17th
Park - Stark St
Coopers

February 17, 1970

Oregon State Highway Commission

3743

Gentlemen:

Presented for your consideration at the March 17 meeting will be a letter-form agreement with Multnomah County which would allow the County to occupy State-owned property, acquired as right-of-way for the East Portland Freeway (I-205), for the purpose of constructing an extension of S. E. Washington-S. E. Stark Street one-way couplet system through the Montavilla area.

The agreement stipulates that the County shall prepare all plans, let and award all contracts, supervise construction, and maintain the proposed facility at no cost to State. The County is also required to hold the State harmless from all claims resulting from its occupancy and, if necessary, to vacate the property and remove the roadway after a minimum of ninety days notification by the State.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
D. H. Moehring H. S. Cox A. E. Johnson

MCH:ljt sr

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

February 5, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox,
County & City Engineer

Mr. R. L. Nordlander, Director
Dept. of Public Works
2115 SE Morrison Street
Portland, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held February 5, 1970, the following action was taken:

Letter-form Agreement with Oregon State Highway Commission allowing use of State owned property for construction of a temporary connection to extend SE Washington Street easterly to connect up and for completion of the one-way couplet of SE Stark Street west bound and SE Washington Street east bound, submitted by Director of Public Works with recommendation that same be executed and returned to the State Highway Department, Office of the County and City Engineer

ORDERED, unanimously, that said recommendation be adopted as the order of the Board and Agreement duly executed.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Clarke
Clerk of Board

ja
Enc - 3 copies of Agreement to
State Highway Dept.

RECEIVED
1970
ENGINEER
COUNTY & CITY DIVISION

85

Portland, Oregon 97213
January 16, 1970

Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

Washington-Stark Couplet
N. E. Glisan-S. E. Division Section
East Portland Freeway

Multnomah County is proposing a temporary extension of S. E. Washington Street from S. E. 94th Avenue to S. E. 96th Avenue through State-owned property. The alignment shown on the attached map cleared both the power substation and our future Washington Street structure over the I-205 freeway. Transmitted is an 1"-50 map of the proposed alignment and a description prepared by Multnomah County Department of Public Works.

Mr. Nordlander has requested a letter of agreement on this property. A copy of his letter of January 5, 1970 is attached for your information.

There would be conflicts between the proposed temporary Washington Street construction and any of the plans proposed by our consulting firm for this area. We have not attempted to resolve these conflicts because we do not have sufficient information at this time.

NOTED
K. D. LIMBOCKER

A. E. Johnson
Metropolitan Engineer

By:

N
A. L. JOHNSON

ORIGINAL SIGNED BY EDWARD L. HARDT

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: K. D. Limbocker

NOTED
D. L. PETERSON

N
A. L. JOHNSON

NOTED
E. L. HARDT

NOTED
JON ROSE

January 16, 1970

Mr. Robert L. Nordlander, Director
Department of Public Works
2115 S. E. Morrison Street
Portland, Oregon 97214

Re: I-205
Washington Street Interchange

Dear Mr. Nordlander:

Your request for an agreement on land use for the extension of Washington Street has been submitted to the Design Section in Salem. There are no conflicts between our present design and proposed temporary construction.

We do have a consulting firm studying traffic problems and interchange design on the East Portland Freeway. This may delay approval of the land use agreement you have requested. We will advise you at the earliest possible date.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: D. J. Barbee
K. D. Limbocker

Multnomah County Oregon
R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

January 5, 1970

Mr. A. E. Johnson, Division Engineer
Metropolitan Division, Oregon State Hwy. Dept.
5821 N. E. Glisan Street
Portland, Oregon 97213

Attn: Mr. James H. Versteeg, Ass't. Metro Engineer

RE: I-205, Washington St. Interchange

Gentlemen:

Enclosed are three maps with boundary descriptions of the land required for the construction of a temporary section of S. E. Washington Street.

We trust you will find the alignment to be compatible with the I-205-Washington Street proposed structure location.

If there is no objection to this proposal, would you please have a letter of agreement prepared for the Board of County Commissioners' signature. We would be agreeable to terms similar to those set forth in the March 1969 agreement over the property consisting of Tax Lots 179, 279 and 392.

Yours very truly,

ROBERT L. NORDLANDER, Director
Public Works

MW.gj
Enc. as listed

METROPOLITAN ENGINEER
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JAN 7 1970
ME AME AME MOE MDE MTE

99-" & P.NG

U. L[illegible]SON

NOTED
J. H. VERSTEEG

S. E. Washington Street

(SE 94th to 96th Aves.)

D E S C R I P T I O N

A parcel of land in Section 4, T1S, R2E, W.M., Multnomah County, Oregon, being 50.00 feet in width, 25.00 feet on each side of the following described center line:

Commencing at the northeast corner of said Section 4; thence N. 88° 27' 54" W. along the north line of said Section 4, 1493.64 feet to a point. Said point being on the centerline of S. E. Stark Street, County Road No. 2702; thence S. 1° 59' 06" W. along the west right of way line of S. E. 96th Avenue, County Road No. 3477, 417.14 feet to the true point of beginning; thence westerly 329.20 feet along a non-tangent curve to the right, having a radius of 572.96 feet, the chord of which bears N. 72° 55' 30.5" W. 324.70 feet to a point of tangency; thence N. 56° 27' 55" W. 7.17 feet to a point; thence westerly 169.97 feet along a tangent curve to the left, having a radius of 358.10 feet, the chord of which bears N. 70° 03' 45" W. 168.38 feet to a point in the east line of S. E. 94th Avenue as dedicated by "SANDBERG ADDITION", a recorded plat of Multnomah County, Oregon, said point being S. 1° 32' 06" W. along the said east line of S. E. 94th Avenue 233.18 feet from the south right of way line of S. E. Stark Street, County Road No. 2702.

RECEIVED
NOV 1 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

Const
RLW
EPF

Mr. R.L. Nordlander, Director
Department of Public Works
Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97214

Dear Mr. Nordlander:

Re: Stark-Washington Couplet

Mr. A.E. Johnson has referred your letter of October 8 to this office for answering.

We have purchased all the right of way between 94th and 96th Avenues in the Washington-Stark couplet area except for the substation. Since we do not as yet have an approved interchange design, we do not expect to purchase any right of way easterly of 96th Avenue. If you construct your couplet through this area, it will be necessary to bend the alignment slightly to the south to avoid the substation.

Our construction schedule is very uncertain due to Federal funding. It would appear that construction would not be likely to begin before 1972. Unfortunately, no better information is available at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D J Barbee

D. J Barbee
Design Engineer

cc: F.B. Klaboe

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

October 8, 1969

Mr. A.E. Johnson, Metropolitan Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

Subject: STARK-WASHINGTON COUPLET

Construction of the Stark-Washington Street Couplet in East Multnomah County is underway and we find it necessary to request a definite time schedule regarding the I-205 Freeway. The enclosed map indicates the extent of the Couplet, the section marked in red indicates the portion of the Couplet now under construction with completion of the section scheduled for this fall. The portions of the Couplet marked in green indicate next year's proposed construction.

The portion of the Couplet indicated in yellow on the enclosed map is a portion located within the proposed Interstate I-205 Freeway. It is this section that we are concerned about and is directly tied to your schedule for property acquisition and construction of the Freeway facility. Should this Freeway project be scheduled in the near future it seems undesirable for Multnomah County to construct a new roadway in this area only to have it obliterated by the Freeway construction. However, should the construction of the Freeway in this area be delayed for a considerable period of time we feel it necessary to construct this roadway next year so that the entire Couplet may work satisfactorily.

Construction of the White Front Shopping Center is proceeding and the developers of this property are also anxious to know what the construction schedule will be for this entire Washington-Stark Couplet. We would appreciate your advising us as to the following:

METROPOLITAN ENGINEER
RECEIVED
OCT 10 1969
AME AMI MOB MDC MTE

1. The anticipated date of completion of right of way acquisition and right of entry for the portion of the Couplet between 94th and 99th Avenue.

2. The anticipated construction schedule for I-205 in the area of S.E. Stark, S.E. Washington Street.

The rapid development of the general area surrounding 102nd and Stark dictates that Multnomah County provide this Couplet at the earliest possible date. However, construction of the cogent section within the proposed right of way of I-205 should reflect the scheduling for construction of the Freeway. We would appreciate your sincere efforts in supplying the above-stated information as accurately as possible, however at the earliest possible date.

Very truly yours,

ROBERT L. NORDLANDER, Director
Public Works

RLN:gh
Encl: Map

MAY 21 1969

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Conf
RIH
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HD

1143

April 25, 1969

MISC. CONTRACTS and AGREEMENTS No. 3218

Department of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Attention: Mr. Robert L. Nordlander
Director

H-22-69

Gentlemen:

Attached for your files is a fully executed copy of an agreement allowing the County to occupy State-owned property in the vicinity of S. E. Washington Street and 94th Avenue for the purpose of constructing a temporary connection.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(conformed agreement attached)

RECEIVED
APR 8 - 1969
FOR FILING

Comm
RLW
E.P.F

2743

April 7, 1969

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the April 22 meeting a letter-form agreement with Multnomah County which would allow the County to occupy State-owned property in the vicinity of S. E. Washington Street and 94th Avenue for the purpose of constructing a temporary connection in conjunction with anticipated County construction of the S. E. Washington Street-S. E. Stark Street couplet.

The agreement stipulates that the County shall prepare all plans, let and award all contracts, supervise construction, and maintain the temporary connection at no cost to the State. The County is also required to hold the State harmless from all claims during occupancy and to vacate the property and remove the roadway upon notification by the State. Minimum notification time is to be ninety days.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
D. H. Moehring
H. S. Cox
L. W. Rulien

MCH:eb fn

RECEIVED
FEB 5 - 1969
FOR

Const
a/M
E17

February 5, 1969

Mr. Robert Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Attention Mr. M. W. Whitfield
Assistant Engineer

Dear Mr. Nordlander:

Re: Washington-Stark Couplet
East Portland Freeway

Your letter of January 2 to A. E. Johnson has been referred to this office for consideration and reply concerning the County's contemplated construction of the Washington-Stark Street Couplet in the vicinity of I-205.

The Highway Department would permit the County to construct the facility on State lands with the understanding that the State shall be held harmless from all claims or actions arising out of the County's construction, use, occupancy, and maintenance on the facility and that assurance be given that the facility will be removed prior to the State's use and occupancy of said property for its work. A simple agreement would be required.

It is not known, at this time, whether I-205 or the Mt. Hood facility will be constructed first, and therefore it may be somewhat difficult for you to determine what course of action you should take. However, may we hear from you in this regard.

Thank you for your cooperation in this and other matters of mutual concern.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
A. E. Johnson
D. H. Moehring

DNH:mm srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 8, 1969

SUBJECT: Washington-Stark Couplet
East Portland Freeway
Prefix 626-1909

To: Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

ATTENTION: A. D. Olson

We have received a request from Multnomah County to construct a connecting road across State owned property in the Stark Street Interchange area. This temporary connection would be a part of the S. E. Stark Street-S. E. Washington Street couplet proposed by Multnomah County. The County plans to construct this connection and open the couplet to traffic by the fall of 1969.

A copy of Mr. Whitfield's letter of January 2, 1969 and an 1"-50 scale print showing the proposed connection are attached for your information. As indicated on the print, the proposed connection would begin at S. E. 94th and Washington Street and terminate on S. E. Stark Street approximately 300 feet easterly of 94th Street. The temporary roadway would cross tax lots 179, 279, 391 and 392, all State owned property.

Will this proposed connection interfere with the planned construction of the I-205 Freeway and could the department either by lease or agreement allow the County's use of the property? The County has requested an early decision on the proposed connection so a contract can be let on the Washington-Stark couplet.

Routing

2 Barbee
3 Hall
1 A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstenson

RECEIVED
JAN 9 1969
DESIGN
DIVISION

A. E. Johnson
Metropolitan Engineer

By: J. H. Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: K. D. Limbocker
J. J. Smith

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

January 2, 1969

Mr. A. E. Johnson, Metropolitan Engineer
Metropolitan Division
5821 N. E. Glisan Street
Portland, Oregon 97213

METROPOLITAN ENGINEER
RECEIVED
JAN 6 1969
AME MDE MTE

Dear Mr. Johnson:

Multnomah County plans to improve S. E. Washington St. easterly from S. E. 74th Avenue to the area of the I-205 interchange with Stark Street. It is our intention to use Stark Street for west bound traffic and Washington Street for east bound traffic. Our project schedule requires Washington Street construction to begin this spring with completion and opening to traffic in the fall of this year.

From all indications it would appear that the right of way acquisition and structure construction of I-205 will not be done for some time. With this in mind it appears that Washington Street construction should terminate at S. E. 94th Avenue.

We would like to construct a temporary road from the end of Washington Street at 94th Avenue, Tax Lots 179, 279, 391 and 392 to an intersection with Stark Street near the east line of Tax Lot 392.

We have been informed that the previously mentioned tax lots are now owned by the Highway Department.

The road bed section will consist of asphaltic concrete surfacing varing in width from 40 ft. at Washington St. to 30 ft. about midway between Washington and Stark Street with concrete curbing. A sketch is enclosed indicating the location.

Would you please advise us if the location of the temporary connection proposed is compatible with your freeway construction plans and if the property indicated could be made available on a temporary basis. We would be most happy to meet with you for further discussion of the problem if you so desire.

Very truly yours,
ROBERT L. NORDLANDER
Director of Public Works

M. W. Whitfield

M. W. WHITFIELD, Asst. Engineer

MWW:kw
Enc:

STARK ST

261.45

N 88°27'54"W

89°33'

103.40

55.00

179.40

30'

6'

392'

Ⓒ D 27° Lt.
Δ 59°54'45"
R 212.21
L 221.21
T 122.51

Ⓐ D 27.1145° Lt.
Δ 60°
R 211.31
L 221.28
T 122.00

179'

255'

SOUTH CURB
D 24.2460°
Δ 60°
R 236.31
L 247.46
T 136.43

S 88° 35' 12" E
539.84

TEMPORARY ROAD

60'

O.S.H.D.

391'

180'

225'

TAIKI ST

261.45

N 88°27'54"W

N 88°27'54"W

89° 33'

103.00

55.00

176.40

30' 30'

6'

392'

D 27° Rt.
Δ 59°58'45"
R 212.21
L 222.21
T 122.21

D 27.1145° Lt.
Δ 60°
R 211.31
L 221.28
T 122.00

199'

227'

SOUTH CURB
D 24.2460°
Δ 60°
R 236.31
L 247.46
T 136.43

S 88° 35' 12" E
539.84

O.S.H.D.

255'

RD - NO 34177

TEMPORARY ROAD

60'

48' 27"

39'

180'

210'

8537

Portland, Oregon 97213
April 19, 1968

Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Proposed One-way Couplet at
Stark & Washington
East PortlandnFreeway
Prefix: 626-1909

On January 12, 1967, this office advised Mr. P. C. Northrop, Director of Public Works for Multnomah County, that if the County would establish their intent to build a couplet utilizing S. E. Stark and Washington Streets, our proposed interchange could be revised and we would build a new Washington Street between the ramp terminals with Interstate participation.

Attached is a copy of a letter from Mr. Northrop dated April 17 advising us that the Multnomah County Board of Commissioners have decided to go ahead with the City and construct the Washington-Stark Street couplet.

I presume that a supplemental agreement should be prepared to kover this revision and both our plans and agreement map should be revised to provide for an additional structure for S. E. Washington Street over I-205.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosure

NOTED
K. D. LIMBOCKER

NOTED
E. L. HARDT

NOTED
[illegible]ERSON

NOTED
JON ROSE

NOTED
J. H. VERSTEEG

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon

P. C. NORTHROP, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

April 17, 1968

Mr. A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
Metropolitan Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict
Assistant Metropolitan Engineer

RE: Proposed One-way Couplet
I-205 at Stark and Washington Streets

Dear Sir:

In regard to your letter of January 12, 1968, the Multnomah County Board of Commissioners have decided to go ahead with the City and construct the Washington-Stark couplet.

Our plans are to buy the right of way this year and to construct the couplet during the 1969 season. We realize this poses some problem - particularly, in regard to the structure located on Washington Street over I-205 insofar as timing etc. is concerned. These problems will have to be worked out when the time comes.

Very truly yours,

P. C. NORTHROP
Director of Public Works

PCN:ebs

8537

RECEIVED
APR 12 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDORD
FILING

Fred W. Hill, Member
Bolin
Thadeus Bruce
Portland

Final
RW
EPF

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

April 9, 1968

Morningside I-205-7-(3) 309

Mr. Henry Coe
Administrator
Morningside Hospital
10000 S. E. Stark Street
Portland, Oregon 97216

2229

Keep Hayward

Dear Mr. Coe:

re: Morningside Hospital
S. E. Stark and S. E.
96th Avenues-Portland

Reference is made to your letter of March 15 addressed to Mr. P. C. Northrop, a copy of which was furnished this office, regarding the development of the Morningside Hospital area. You have received an answer from Mr. Northrop concerning these items which are under the jurisdiction of Multnomah County.

In regard to the questions concerning State Highway jurisdiction, I submit the following:

(1) At this time we are still waiting for the results of a traffic study, and can give no assurance the proposed Stark Street Interchange will follow the current plan. The results of our traffic study could require considerable changes in the freeway design as far as number of lanes, interchange ramps, and possibly position and design of the interchanges. It is doubtful any revision will be made that will require more of the Hospital property for the freeway or relocated 96th Street than the present design.

(2) Turning movements in and out of the property, as shown on Drawing SP-1 by Raymond Keyes Engineers, would be under County jurisdiction. Some of the movements onto Stark Street appear to us questionable; however, these should not affect the property in question.

I trust that this material will answer your questions contained in your March 15 letter.

RECEIVED
APR 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

bcc Mr. John Maletis
1409 Standard Plaza
Portland, Oregon
97204

bcc P. C. Northrop
F. B. Klaboe
F. D. Morgan

AEJ:sh

MORNINGSIDE HOSPITAL

THE HENRY WALDO COE FOUNDATION

10008 Southeast Stark Street, Portland, Oregon 97216

Telephone 252-5571

March 15, 1968

Mr. Paul C. Northrop
Director of Public Works
Multnomah County, Oregon
2215 E. Morrison Street
Portland, Oregon 97216

Re: Morningside Hospital
S. E. Stark St. and S. E. 96th Ave.
Portland, Oregon

Dear Mr. Northrop:

I am the owner of a tract of land of 47 acres, at the intersection of S. E. Stark Street and S. E. 96th Street, on which is presently located the Morningside Hospital. In connection with planning the future development of this tract, we have been in contact with you gentlemen in regard to future construction in the area proposed by your respective Departments.

Referring to the enclosed prints entitled "Preliminary Site Plan", 3-7-68, prepared by Raymond Keyes Engineers of White Plains, New York, I would appreciate your written verification of the present status of these various improvements as we now understand them:

1. The design of the interchange between I-205 and S. E. Stark-Washington Streets will generally follow the scheme shown, but in any event, will not require an acquisition by the State or County of more of my property than that shown on Drawing SP-1.

2. S. E. Washington Street will not be extended through my property to the east, to intersect 102nd Street.

3. Full turning movements in and out of the property will be permitted along the lines shown on Drawing SP-1, including left and right turns, in a pattern to be developed consistent with traffic safety.

4. S. E. Stark Street will remain a two-way street east of the intersection of the Washington Street Extension as shown on the enclosed drawing.

5. S. E. 96th Street will remain a two-way street.

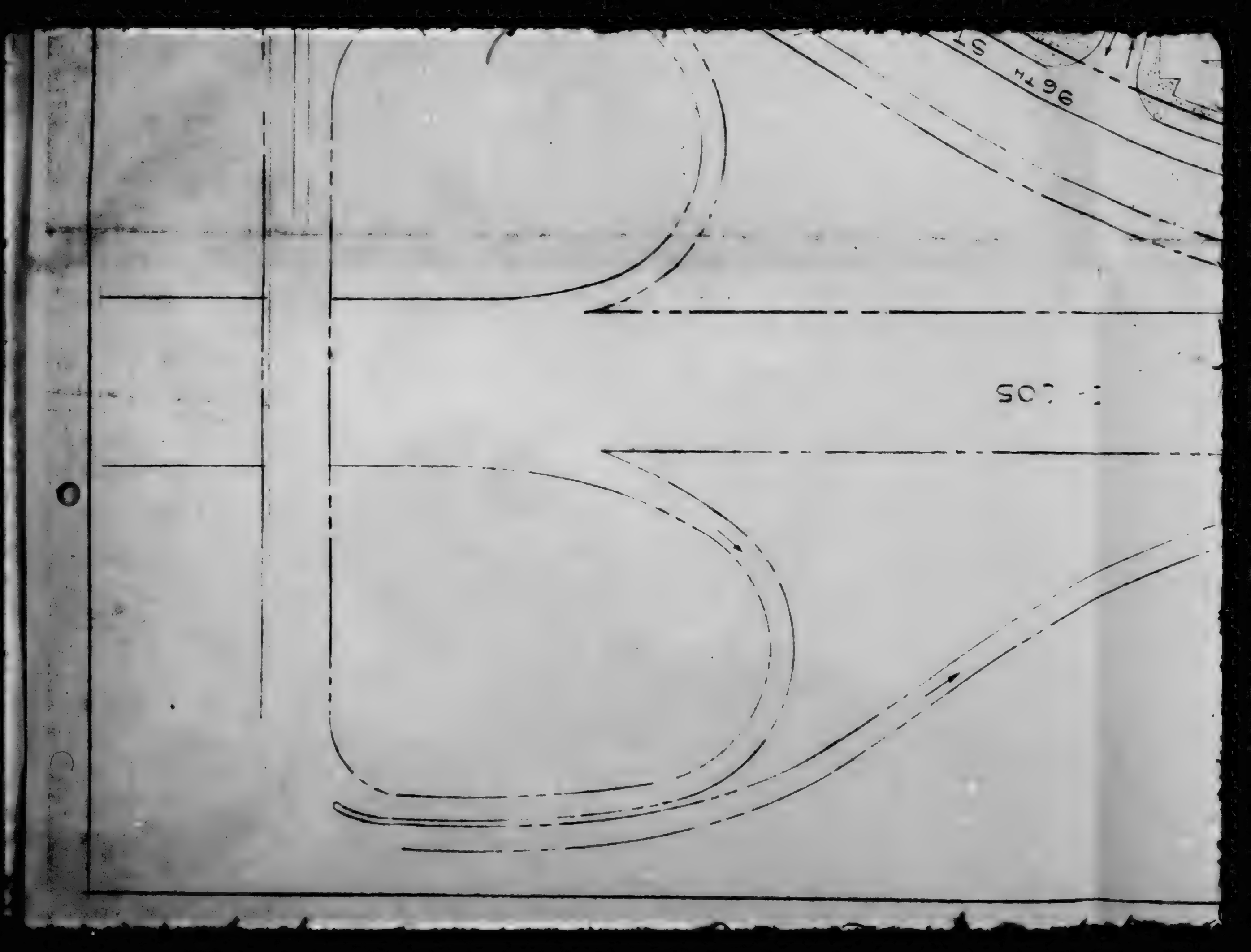
I would appreciate a reply to this letter at your earliest convenience.

Very truly yours

Henry Coe
Administrator

HC:lms
3

cc: Mr. A. E. Johnson
Metropolitan Engineer
State of Oregon Highway Department
5821 Northeast Glisan Street
Portland, Oregon 97213


S
96TH
SOU

S. E.

STARK

UPPER

MARKET

96TH ST. RELOCATED

STARK ST.

44'

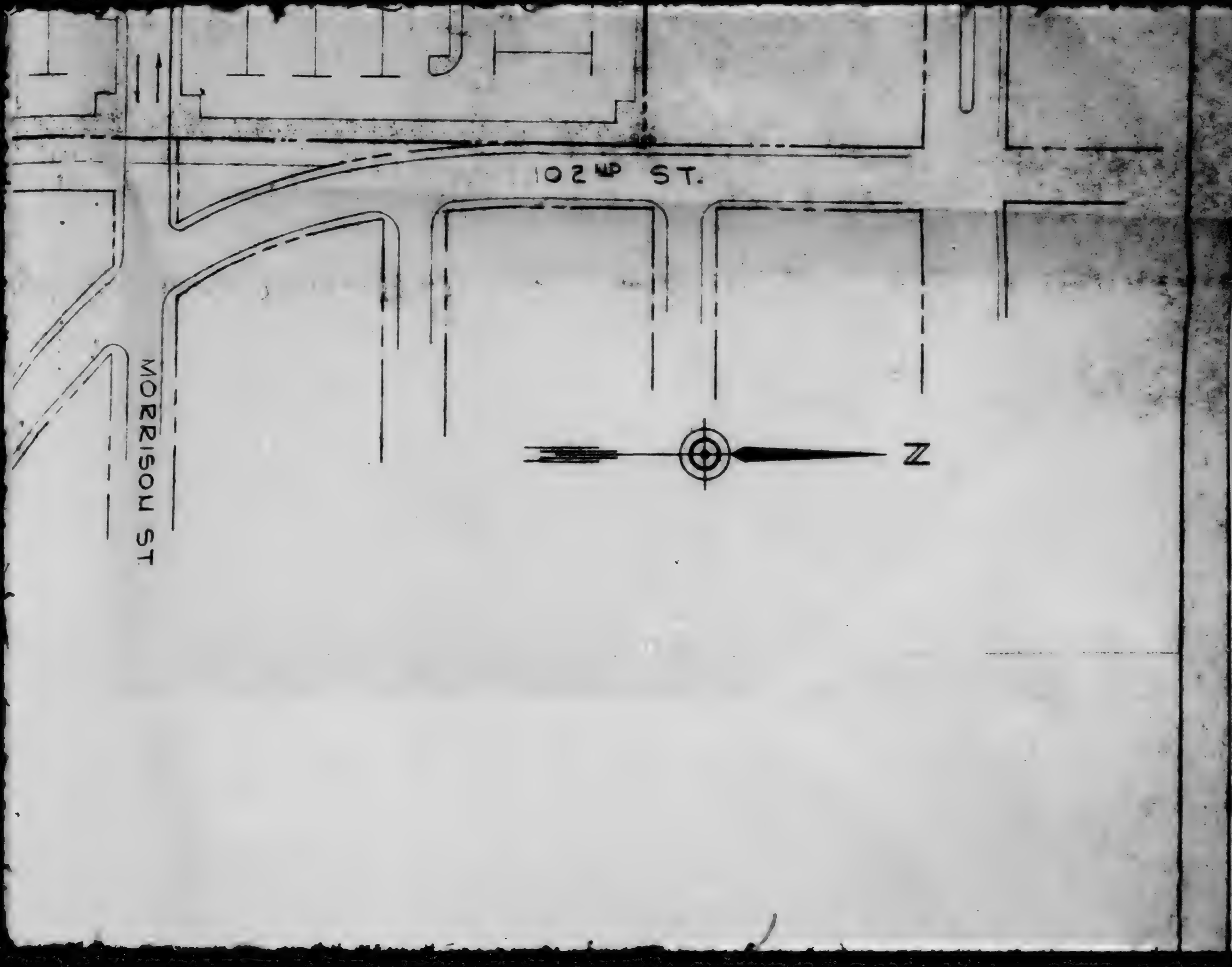
30'

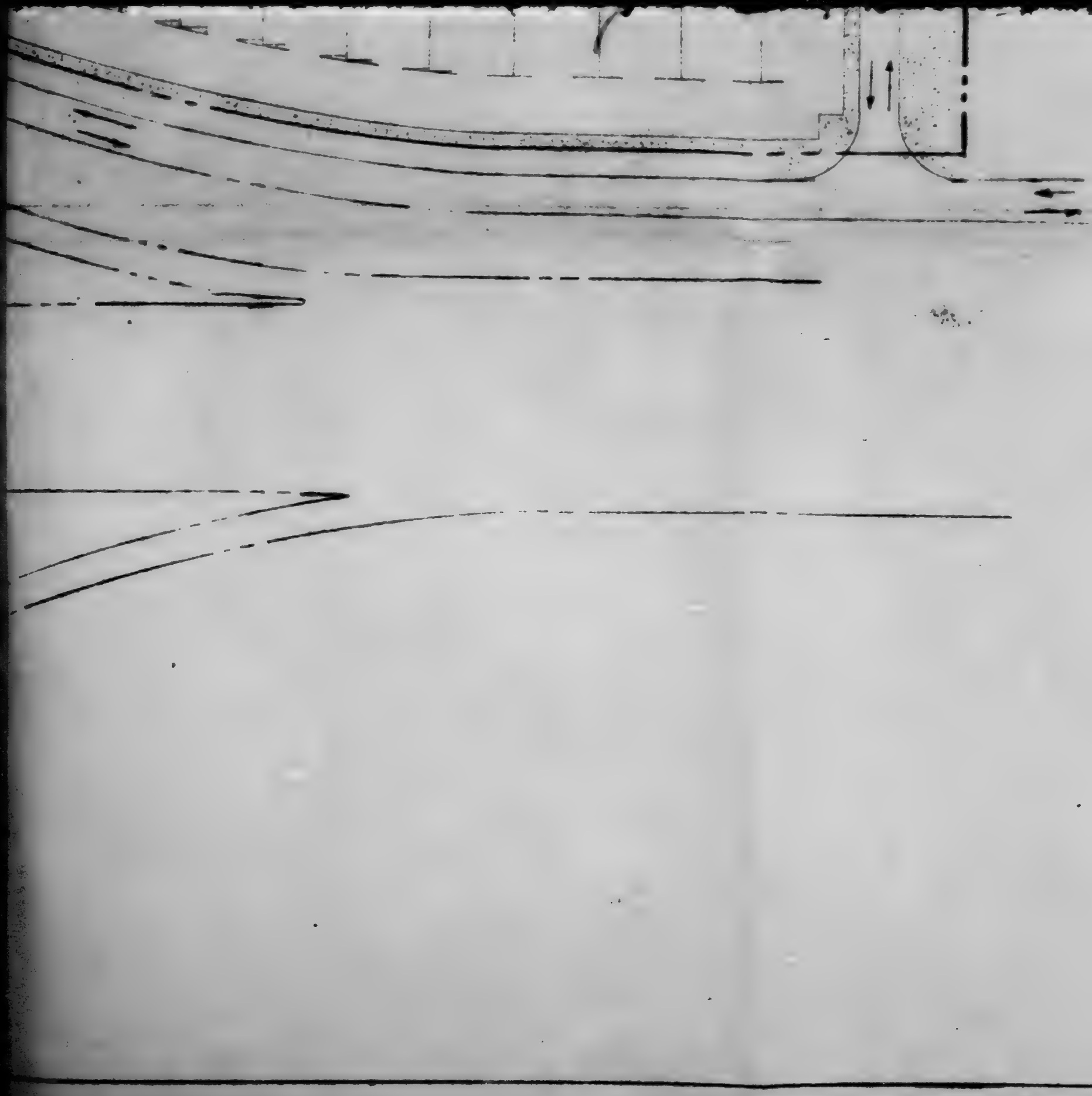
T.E.A.

UPPER LEVEL

MARKET

DEP'T STORE


102ND ST.
MORRISON ST
N



LOWER

SHO

DEPT. STORE #1
(2 STORIES)

LOWER MALL

SHOPS

SHOPS

SH
FL. EL

LOWER

35

35' BUFFER STRIP

LEVEL

SHOPS

DEPT. STORE #2
(2 STORIES)

SHOPS
FL. EL. 2580

LEVEL

25

NEW R

R

102ND ST.

35

RIP

TITLE:
PRELIMINARY SITE PLAN

PROJECT:
PROPOSED SHOPPING CENTER

PORTLAND OREGON

CLIENT:
LENRICH ASSOCIATES
750 THIRD AVE.
NEW YORK, N.Y.

RAYMOND KEYES ENGINEERS
CONSULTING SITE ENGINEERS
171 EAST POST ROAD
WHITE PLAINS, N.Y. 10601

SCALE: 1" = 100'
DATE: 2-27-66
DRAWN BY: W.A.N.
CHECKED BY:
JOB NO: 1805
DRAWING NO:

SP-1

APR 2 - 1968

FOR FILING

Copied
n/d
EPF

SP°23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1968

SUBJECT: Morningside Hospital Property
Stark Street Interchange
N. E. Glisan St-S. E. Division St Section
East Portland Freeway (I-205)
Multnomah County

To:

Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

I-205-7(3)209

209

F. B. KLABLE

Reference is made to your letter forwarding copies of the correspondence from Henry Coe, Administrator for Morningside Hospital, to Mr. Northrop in regard to the proposed shopping center on the hospital property. In comment on Mr. Coe's questions, I offer the following:

1. At this time we are still waiting for the results of the latest traffic study and no assurance can be given that the Stark Street Interchange will follow the current plan. It is doubtful that any revision will be made which would require more of the hospital property for the freeway or the relocation of 96th Street than the present design.

2. S. E. Washington Street could require more property if it is extended to 102nd Street as suggested as a possibility by Mr. Northrop's March 21 letter.

3. Turning movements in and out of the property, as shown on Drawing SP-1, would be under County jurisdiction and would probably suit them. Some of the moves on to Stark Street would seem questionable, as noted in red on the enclosed sketch, but these should not affect this property.

4. Stark Street would presumably remain two-way east of the intersection of the Washington Street extension, but where that intersection is to be is the County's jurisdiction.

5. There has been discussion of an interchange complex which would require 96th to be a one-way street. Until the results of the traffic

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APR - 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

study are received and analyzed this is still a possibility. A reduced property taking would be possible under such a plan.

I do not believe that it would be appropriate to discuss such a possible change in pattern with Mr. Northrop at this time, but he should be aware that the results of this traffic study could require considerable changes in the freeway design as far as number of lanes, interchange ramps, and possibly position and design of the interchanges.

F.D. Morgan
Construction Engineer

By A.D. Olsen
A.D. Olsen
Urban Engineer

ADO:jp
Encles.

cc: F.B. Klaboe

S. E. STARK ST.

S. E. WASHINGTON ST.

I-205

S.E. 9th ST.

UPPER

MARKET

SHOPS

LOWER

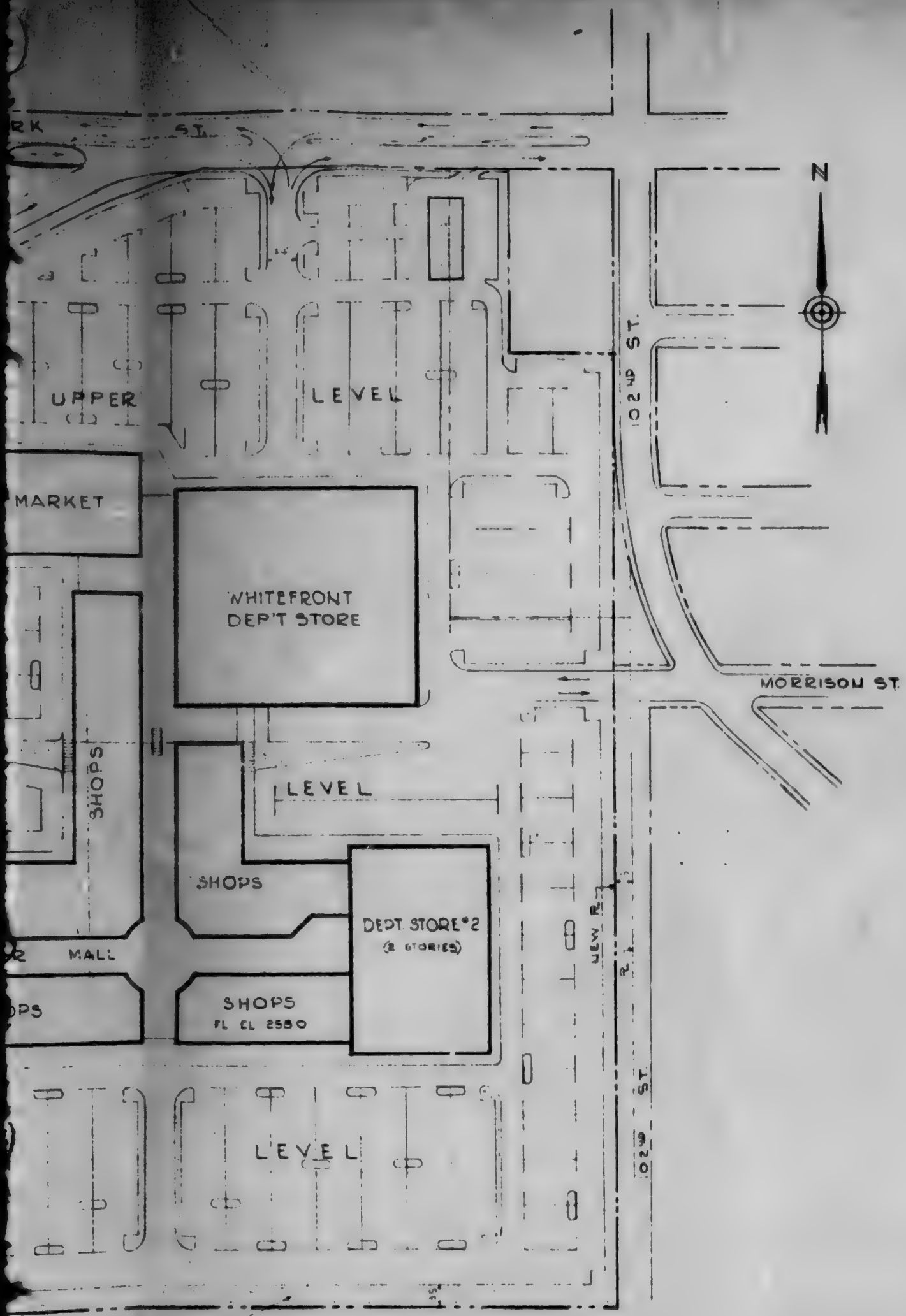
DEPT. STORE #1
(2 STORIES)

LOWER MALL

SHOPS

LOWER

35 BUFFER STRIP



PRELIMINARY SITE PLAN

PROJECT
PROPOSED SHOPPING CENTER
PORT AND OAKTON

CLIENT
LENRICH ASSOCIATES
750 THIRD AVE.
NEW YORK, N.Y.

RAYMOND KEYES ENGINEERS
CONSULTING SITE ENGINEERS
171 EAST POST ROAD
WHITE PLAINS, N.Y. 10601

SCALE 1"=100'
DATE 2-27-68
DRAWN BY [illegible]
CHECKED BY R.K.
JOB NO. 1803
DRAWING NO. SP-1

REV 3-7-68

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon

P. C. NORTHROP, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

March 21, 1968

Mr. Henry Coe, Administrator
Morningside Hospital
1008 S. E. Stark Street
Portland, Oregon 97216

Dear Mr. Coe:

In reply to your letter of March 15, 1968 requesting verification of present status of various improvements in regard to future construction in the area by this department, we feel you are substantially correct as far as items 2, 3, 4, and 5 areconcerned. However, the Planning Commission feels that due to the possibility of the S. E. corner of 102nd Avenue at Stark being developed as a large shopping center and with the possibility of development of your site by the White Front Chain that S. E. Washington Street should be extended to S. E. 102nd Avenue.

There is no question but that one-way streets simplify traffic movements and busy intersections and, for this reason, we feel this should be brought to your attention.

Very truly yours,

P. C. NORTHROP
Director of Public Works

PCN:ebs
CC: A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
Robert Baldwin, Director Planning Commission

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 26 1968
CONSTRUCTION
DIVISION

METROPOLITAN ENGINEER
RECEIVED
MAR 25 1968

FORM S-30 DOH 10-65

Routing
1 Morgan
Decker
Bond
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
MAR 20 1968
CONSTRUCTION DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 18, 1968

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Southeast Portland Freeway
Development of Morningside
Hospital

REFERRED TO
Barbee.
By Construction Engineer

Enclosed is a copy of a letter from Henry Coe, Administrator for Morningside Hospital, with a preliminary plan site for a regional shopping center. This plan has superimposed on it the proposed folded interchange with Multnomah County's suggested couplet utilizing S. E. Stark and S. E. Washington Streets which they obtained from Mr. Northrop. Mr. Coe requests answers to five questions, some of which should be answered by Mr. Northrop, such as questions 2, 3, 4 and 5.

In previous meetings, we have indicated to the developers that S. E. 96th is planned as a two-way street and will revert to Multnomah County for control and maintenance. I would propose that this be reiterated and that questions concerning Washington and Stark Streets and matters of access to the property would be controlled by Multnomah County.

We have previously indicated that the interchange indicated is contemplated at the present time and that we would attempt to locate S. E. 96th so that it would be opposite the existing intersecting street north of S. E. Stark.

Your comments regarding this letter are requested.

A. E. Johnson
Metropolitan Engineer

AEJ:sh
Enclosures

RECEIVED
MAR 7 - 1968

FOR FILE
Const
R/W
EPT

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 5, 1968

To: Memo to the File

SUBJECT: Proposed Regional Shopping Complex
S. E. Stark St. and I-205

2229

Monday, March 4, a second meeting was held in the office of the Metropolitan Engineer in connection with a regional shopping complex, which was the subject of a memo to the file dated February 23, 1968. In the March 4 meeting there were in attendance Mr. A. E. Johnson, Metropolitan Engineer; J. H. Versteeg, Metropolitan Design Engineer; Paul Northrup, Director of Public Works, Multnomah County; John P. Malitis, 1409 Standard Plaza of Portland; Mr. Linden Bowman, Wilcox Building; Mr. Leonard Levine, Lenrich Associates-New York City; and Allen Kerors, Controller White Front Stores, Los Angeles.

The subject was again the area now occupied by the Morningside Hospital east of I-205 and south of S. E. Stark Street.

At this meeting Mr. Northrup indicated that he was reasonably sure that Multnomah County would construct a couplet using S. E. Stark Street and S. E. Washington Street, and a preliminary plan for a folded interchange to S. E. Washington Street was shown to the group. It appeared that the location of S. E. 96th to accomodate the couplet was not a serious objection to the use of the proposed area and main concern was access to and from relocated 96 Avenue and S. E. Stark Street. Mr. Northrup indicated that he felt there would be no problem of access and he advised that access of both of these would be subject to Multnomah County. It was indicated that contact would be made to both this office and Mr. Northrup's office in the near future asking for advice in regard to certain details of our proposed construction.

Any communication in this letter will result in communication to the Salem office for verification.

NOTED
TOM EDWARDS

A. E. Johnson
Metropolitan Engineer

RECEIVED
MAR - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ:rb
Enclosure-Preliminary plan
cc: Tom Edwards
F. B. Klaboe
F. D. Morgan

RECEIVED
FEB 29 1968
FOR FILING
Court
2/14
EP7

2229

February 29, 1968

Multnomah County Planning Commission
Room 403, County Courthouse
Portland, Oregon 97204

Gentlemen:

Re: 10008 S. E. Stark Street
C-2 General Commercial District

Please refer to the proposed zone change CZ 158-67, #387 for Tax Lot 414, Section 4, 1S-2E.

The traffic study referred to in our November 7, 1967, letter to you has not been completed, so our studies are not completed nor our right-of-way needs known in this area. We expect to have the necessary information in about two months and would again appreciate any action you might take to forestall development until then.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2229
F. D. Morgan
A. E. Johnson

DNS:jp srb

NOTICE of PUBLIC HEARING

room 680
multnomah county courthouse

MULTNOMAH COUNTY PLANNING COMMISSION	Date: March 5, 1968 Meeting Time / Item Time: 1:45 p.m. Site Inspection: Murnane, Trapp and Zarosinski Line Number: 5	A
BOARD OF COUNTY COMMISSIONERS	Date Time	ZC

A public hearing will be held on the following item on the date and at the time indicated above. The actual item time may vary either way.

This item, if approved by the Planning Commission, will be reviewed by the Board of County Commissioners at 9:30 a.m. two (2) weeks from the above date in Room 680 of the Multnomah County Court House. If denied, it may be appealed to the Board of County Commissioners. Such appeal must be made in writing to the Multnomah County Planning Commission, Room 402, County Court House, within ten (10) days of said Planning Commission meeting. If you desire further information, please call 227-8411, Ext. 581.

ZC 158-67, #387 C-2 General Commercial District

(a) Location: 10008 S. E. Stark Street
(b) Legal: Tax Lot '414', Section 4, 1S-2E, 1967 Assessor's Map
(c) Site Size: 47.18 Acres
(d) Size Requested: Same
(e) Applicant: Henry W. Coe
c/o Morningside Hospital
10008 S. E. Stark Street
(f) Present Zoning: R-7, C-S (single family residential district)
(community service).
(g) Sponsor's Proposal: C-2 (general commercial district)
(h) Use: Applicant requests C-2 zoning on this site to permit construction of a regional shopping center. No variance from any provision of the Zoning Ordinance is requested.

This application was postponed at the request of the applicant at the previous hearing, November 7, 1967.

It is brought back at this time for review.

R. Stadelmeyer.

morgan handling
2-27-68

Routing
Morgan
Dodor
Bond
Barbee
Glenn
Swan
Pease
Merdock
Trent

RECEIVED
FEB 26 1968
STATE OF OREGON
STATE HIGHWAY COMMISSION

planning commission action

north

ZC 158-67
R-7, C-S
to C-2
SZM #387
MAP #3140
SEC. 4, 1S-2E
SCALE: 1" = 1,000'

FORM E-30X—30M—7-66 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 23, 1968

Routing

Morgan, Decker, Bird, Barbee, Walker, Glenn, Swan, Pease, Morelock, Trout, Scott, Wills, Litchfield, Olson

To: Memo to the File

SUBJECT:

RECEIVED
FEB 26 1968
CONSTRUCTION DIVISION

On this date, I met with Mr. Raymond Keyes, of Raymond Keyes Consulting Site Engineers, 171 East Port Road, White Plains, New York.

Mr. Keyes stated he was representing an eastern client interested in the development of the Morningside Hospital property located just easterly of our proposed I-205 freeway and southerly of S. E. Stark Street. He stated that at the present time they had an application for a zone change which would permit the construction of a regional shopping complex which would cater to patrons not only in Portland, but Vancouver, Oregon City and Gresham as well. The matter of zoning is to come before the Multnomah County Planning Commission on March 5, and will appear on the agenda for the Board of County Commissioners on March 19.

I explained to Mr. Keyes that on our present design we would contemplate acquiring approximately 4½ acres of this property for the Stark Street Interchange. It was also explained that Multnomah County had proposed the development of a couplet utilizing S. E. Stark Street and S. E. Washington Street to a point just easterly of the freeway, where S. E. Washington Street would connect diagonally northeasterly to S. E. Stark Street. For further details concerning this proposed couplet I referred him to Mr. Paul Northrop.

Mr. Keyes indicated that the proposed development would provide for a 3,000-car parking lot, and on this basis his experience would indicate that as many as 3,000 cars in one hour could be generated from the shopping complex. He estimated that up to 1,800-2,000 of these could be

destined for the freeway and could possibly affect the design of our interchange.

Mr. Keyes indicated that after the hearing on March 19, if it is determined that the zone change is successful, he would keep this office advised of developments pertaining to the shopping complex.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
F. B. Klabee
F. D. Morgan

RECEIVED
FEB 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

member

January 12, 1968

Mr. P. C. Northrop
Director
Multnomah County Department
of Public Works
2115 S. E. Morrison
Portland, Oregon

re: Proposed One-way Couplet
I-205 at Stark and Wash-
ington Streets

Dear Mr. Northrop:

When you were in this office on December 28, 1967, you requested the State's reaction to a possible Stark Street-Washington Street Couplet from S. E. 74th Avenue to approximately S. E. 99th Avenue, and the extent to which State participation might be expected.

I submitted your proposal to our Construction Office, together with the map which our design office had prepared for you. I am authorized to inform you that, if the County establishes their intent to build a couplet approximately as shown on the map submitted, the interchange could be revised and that we could build the new Washington Street between the ramp terminals with Interstate participation.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

bcc F. D. Morgan
Dale Sturmer
J. H. Versteeg

NOTED
JON ROSE

NOTED
E. L. HARDT

FORM S-20 SSH 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1968

SUBJECT: Stark-Washington Couplet
Gleason Street-Division Street Section
East Portland Freeway (I-205)

To:
Mr. A.E. Johnson
Metropolitan Engineer
5821 N.E. Glison Street
Portland, Oregon

Attention: Mr. A.V. Benedict

METROPOLITAN ENGINEER
RECEIVED
JAN 11 1968

As requested I have discussed subject couplet, as suggested by Paul Northrop, with Mr. Brooks of the Bureau.

I have been advised that if the County establishes their intent to build a couplet approximately as shown on the map which you submitted, that the interchange could be revised and that we could build the new Washington Street between the ramp terminals with Interstate participation.

Please advise Mr. Northrop of this so that he may explore the plan further with this in mind.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp

cc: F.B. Klaboe w/copy of corresp. & Sketch

FORM S-30 REM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 2, 1968

SUBJECT: Stark-Washington Couplet
Columbia River-Hinkley Road Sec.
East Portland Freeway
Prefix: 626-1909

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. D. J. Barbee

Paul Northrop, Director of Public Works for Multnomah County, was in my office Thursday, December 28, 1967 to discuss a proposal that Multnomah County construct a one-way couplet over S. E. Stark and Washington Streets from S. E. 74th to a point east of our I-205 freeway. His question was the extent of the State's construction in connection with I-205. This couplet, in the vicinity of I-205, would be approximately as shown on the attached print.

He has been told that if the Bureau of Public Roads would approve termination of the couplet such a short distance east of the freeway, the State would build the portion within the interchange limits. He asks that the Bureau be contacted at once so he may have a definite statement for his commissioners.

It should be noted that neither the County Commissioners nor the City have yet agreed to this proposal. At this point, it is only tentative.

A. E. Johnson
Metropolitan Engineer

By A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

APPROVED
Olson
Asst. Chief Engr.

AVB:sh

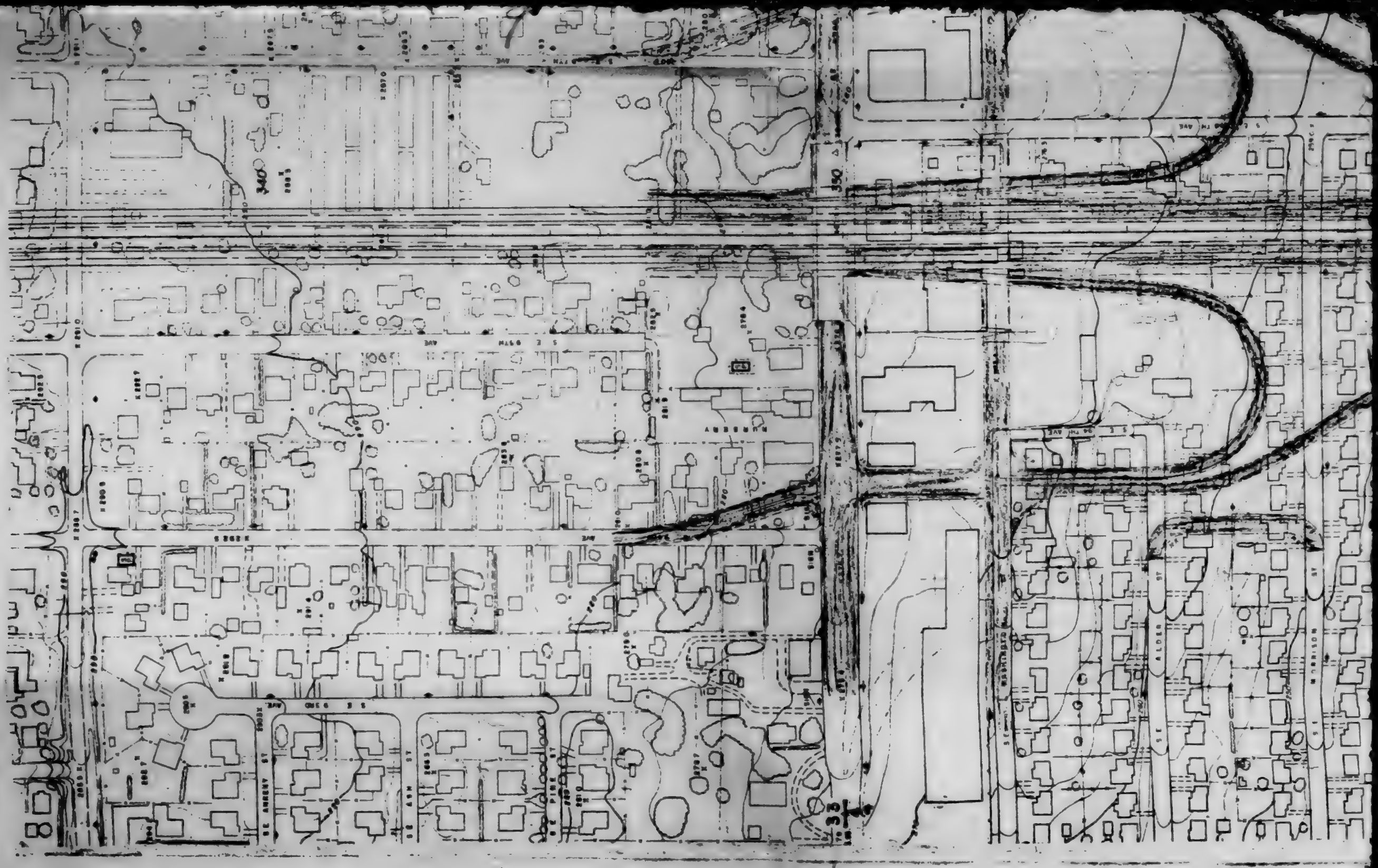
Enclosure

cc J. H. Versteeg

Routing

Morgan	Pease E
Decker	Morelock
Bond	Trout
1 Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JAN 3 1968
CONSTRUCTION
DIVISION

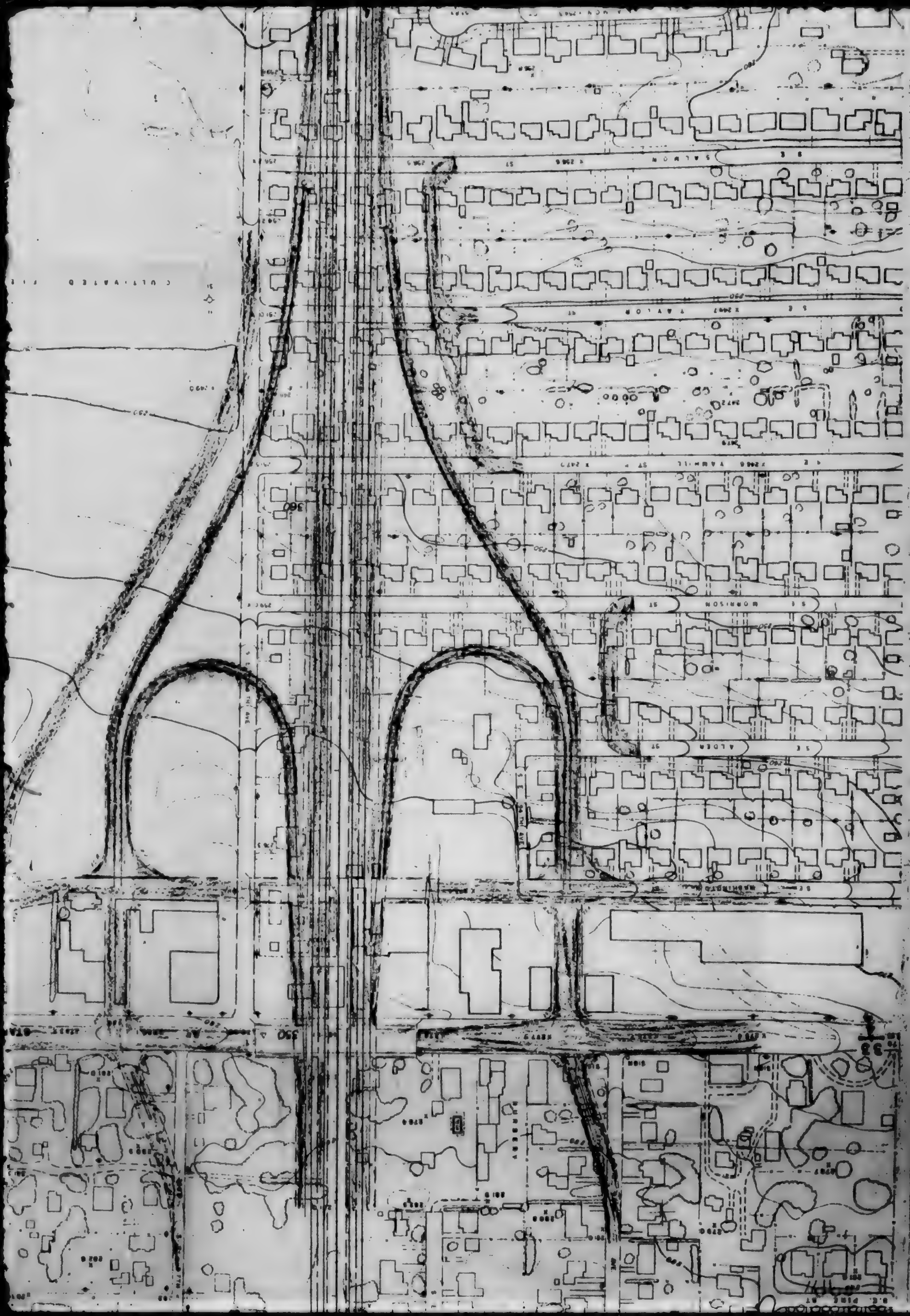


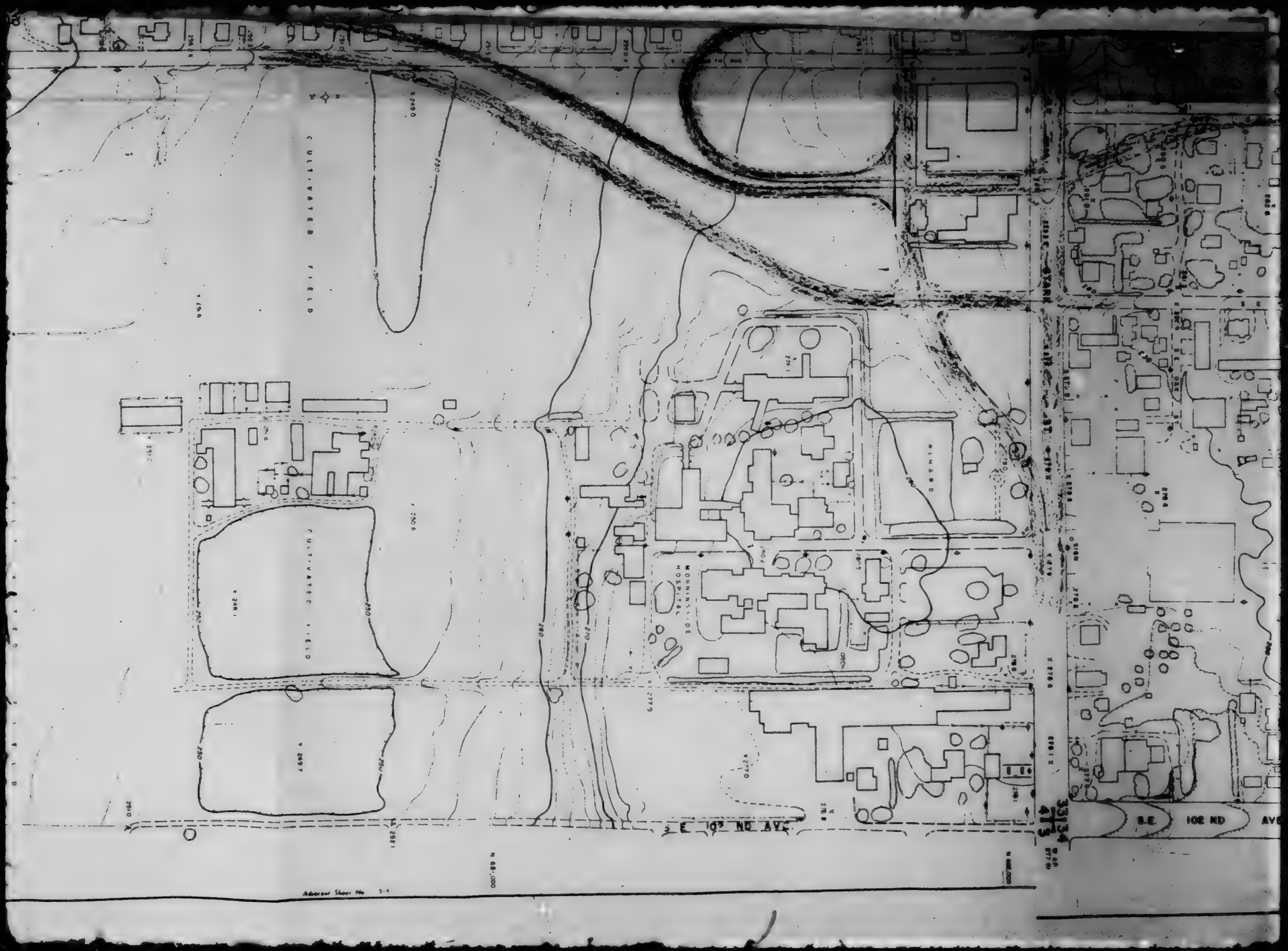
As proposed by Paul Northrup

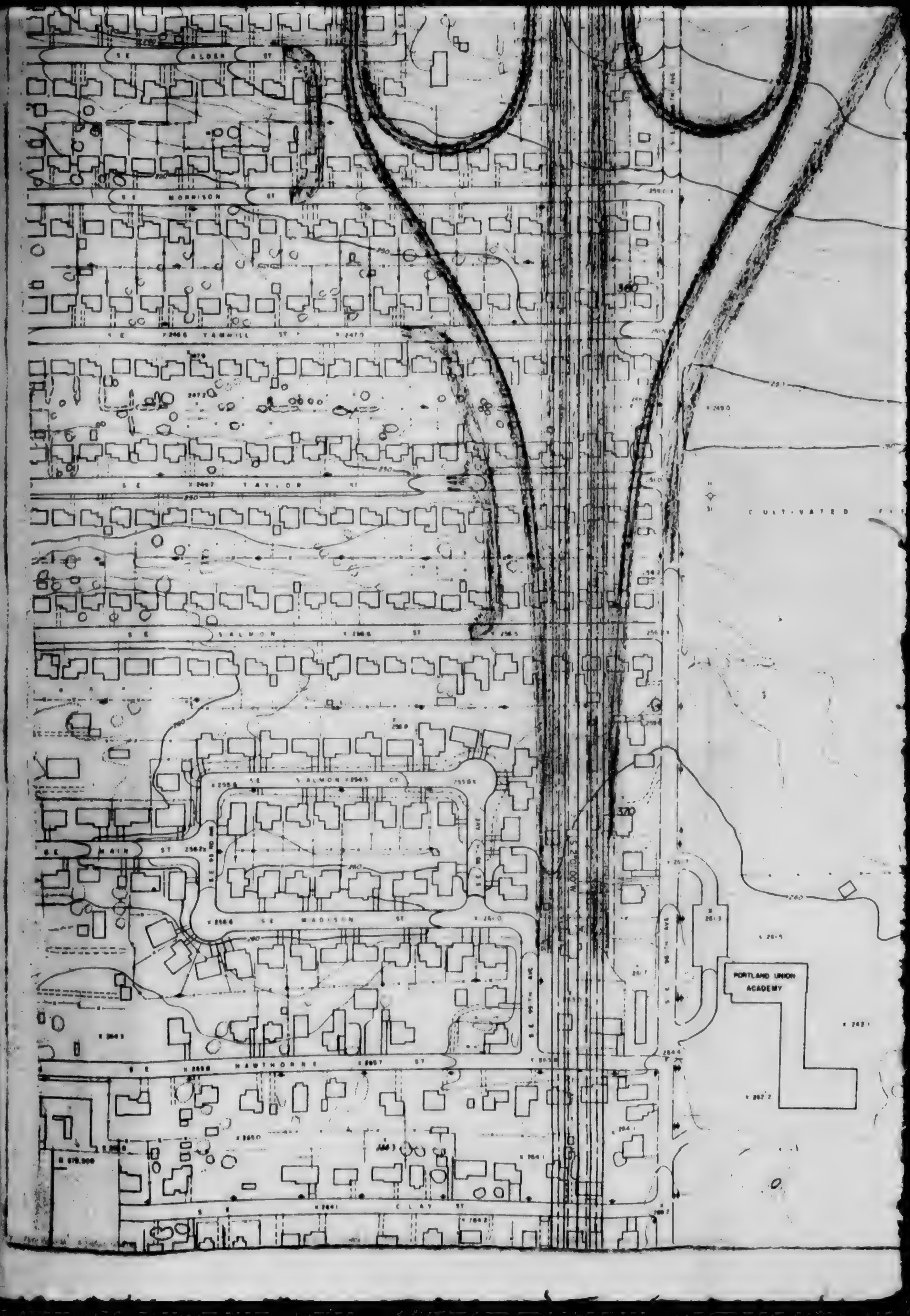
WASHINGTON ST. — STARK ST. COUPLET
East Portland Freeway
Multnomah County

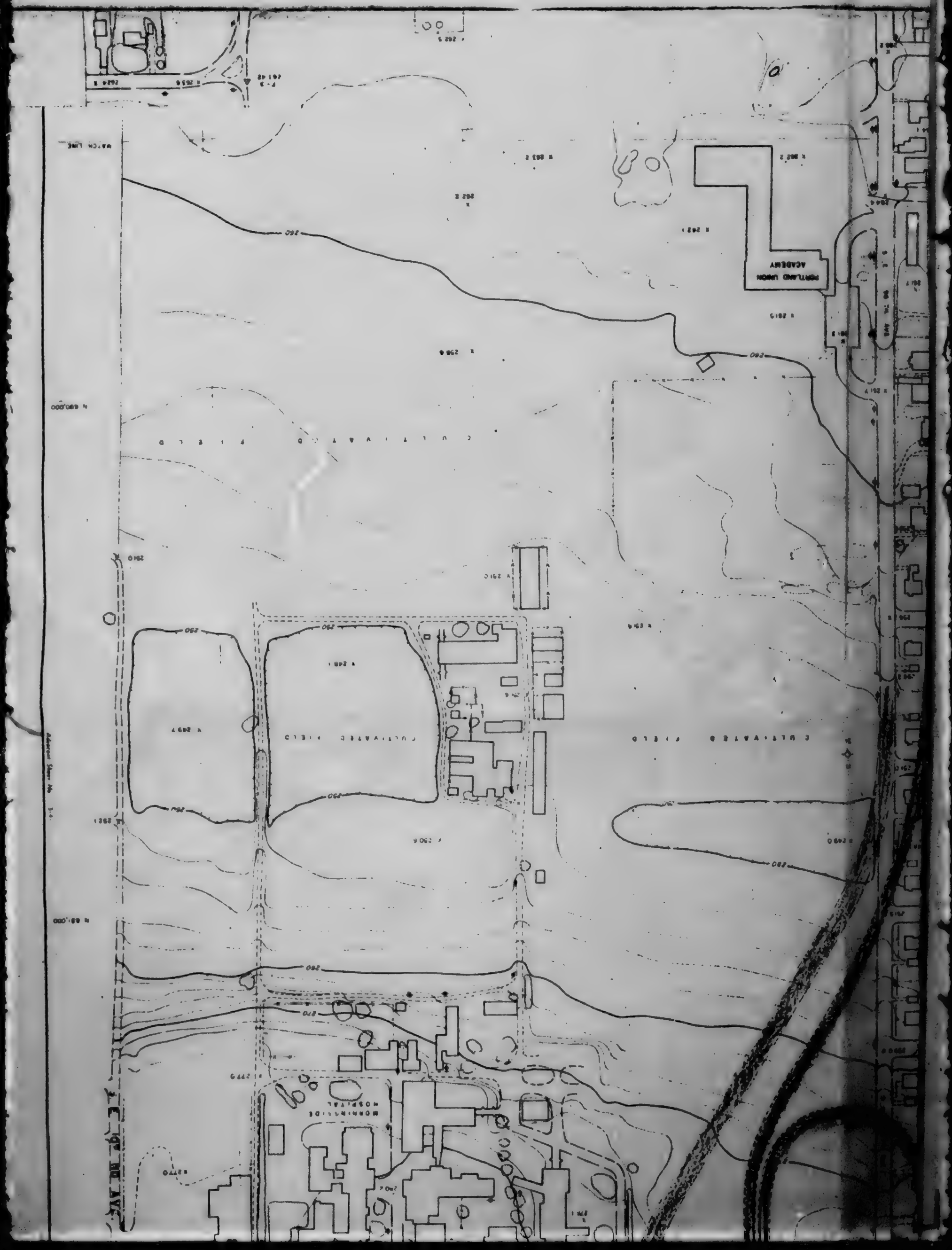
A.E. Johnson 10-27-67

1" = 100'




SE 102 ND AVE.
SE 102 ND AVE.


SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
SE TAYLOR ST
SE SALMON ST
SE SALMON CT
SE MAIN ST
SE MADISON ST
SE HAWTHORNE ST
SE CLAY ST
SE 12TH AVE
SE 11TH AVE
CULTIVATED
PORTLAND UNION ACADEMY


PORTLAND UNION ACADEMY
CULTIVATED FIELD
CULTIVATED FIELD
CULTIVATED FIELD
MORNINGSIDE HOSPITAL
MATCH LINE
Adjacent Sheet No. 3-C
N 690,000
N 691,000
260
250
270
280
290

RECEIVED
NOV 8 - 1967
PLANNING & ZONING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
REDMOND
KENNETH H. FINDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 7, 1967

Multnomah County Planning Commission
Room 403, County Court House
Portland, Oregon 97204

NOTED
F. B. KLABOE

Gentlemen:

10008 S.E. Stark Street
C-2 General Commercial District

Please refer to the proposed zone change ZC 158-67, #387 for Tax Lot 414, Section 4, 1S-2E. Our final location is not complete in this area, therefore we cannot delineate and purchase right of way through this property at this time.

We would appreciate any action you might take to forestall development in this area until our studies can be completed. This will be a minimum of six months, possibly more since a revised traffic study and possible interchange revision are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
NOV 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

By A.D. Olson
A.D. Olson
Urban Engineer

NOTE: This was discussed with representative of Planning Commission by telephone 11-6-67. Approval not anticipated at this time.

ADO:jr
cc: F.B. Klaboe
A.E. Johnson

NOTICE of PUBLIC HEARING

room 680
multnomah county courthouse

MULTNOMAH COUNTY PLANNING COMMISSION REFERRED TO admin BY SECRETARY	Date November 7, 1967 Meeting Time — Item Time 1:45 p.m. Site Inspection Murnane, Trapp and Zarosinski Line Number 3	A
BOARD OF COUNTY COMMISSIONERS	Date Time	ZC

A public hearing will be held on the following item on the date and at the time indicated above. The actual item time may vary either way.

This item, if approved by the Planning Commission, will be reviewed by the Board of County Commissioners at 9:30 a.m. two (2) weeks from the above date in Room 680 of the Multnomah County Court House. If denied, it may be appealed to the Board of County Commissioners. Such appeal must be made in writing to the Multnomah County Planning Commission, Room 402, County Court House, within ten (10) days of said Planning Commission meeting. If you desire further information, please call 227-8411, Ext. 581.

ZC 158-67, #387 C-2 General Commercial District

(a) Location: 10008 S. E. Stark Street
(b) Legal: Tax Lot '414', Section 4, 1S-2E
(c) Site Size: 47.18 Acres
(d) Size Requested: Same
(e) Applicant: Henry W. Coe
c/o Morningside Hospital
10008 S. E. Stark Street
(f) Present Zoning: R-7, C-S (single family residential district)
(community service)
(g) Sponsor's Proposal: C-2 (general commercial district)
(h) Use: Applicant requests C-2 zoning on this site to permit construction of a regional shopping center. No variance from any provision of the Zoning Ordinance is requested.

morgan handling
11-1-67

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1 1967
OCT 31 1967
CONSTRUCTION DIVISION

planning commission action

north

ZC 158-67
R-7, C-S
to C-2
SZM #387
MAP #3140
SEC. 4, 1S-2E
SCALE: 1" = 1,000'

8538 SE Market St. O'Xing Sec. 1977
of the E. Ptld. Fwy.
(Grading, paving & structure)

9538

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

4-3-80

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-3-80	C. T. Christianson, Area Engineer		I-205-7(44)309
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2-14-79	8-20-79	100 %	400 CD
APPROVED EXTENSIONS	**LOCATION**		
130 CD	Market St @ I-205		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

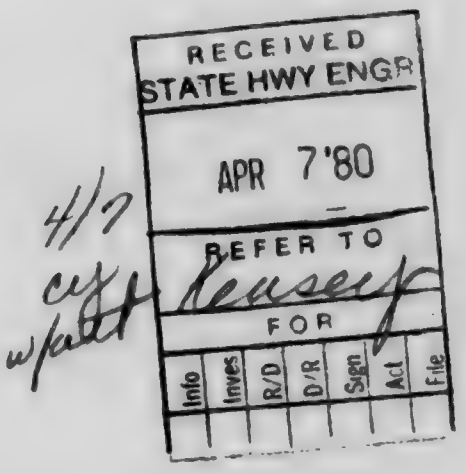
*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE MARKET ST. U'XING
EAST PORTLAND FRY.
Grade, Pave & Structure

The project was completed at a final cost of $637,072 representing an 8% underrun.



4/7 cy w/att

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: C. T. Christianson		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4-3-80	TITLE: Field Operations Engineer	DATE: 4-4-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8538

August 22, 1979

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8538 awarded to Roy E. Ladd, Inc., for work on the S. E. Market Street Undercrossing Section of the East Portland Freeway in Multnomah County was completed on February 14, 1979, and accepted by the State Highway Engineer on August 20, 1979.

Final payment in the amount of $1,000.00 will be released to the contractor after August 27, 1979. The total contract amount is $659,280.22 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

#8538

June 28, 1979

Roy E. Ladd, Inc.
General Contractor
P. O. Box 756
Redding, CA 96001

Gentlemen:

Time Extension Request
S.E. Market St. U'Xing Section
FAP No. I-205-7(44)309
Contract No. 8538

Your request for an extension of contract time on the above project has been reviewed.

An extension of 130 calendar days is hereby granted due to the schedule change made at the request of the State. This will eliminate all liquidated damages on this project.

Please direct any questions in this matter to the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
E. L. Hardt
Jerry Street
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

Oregon Project I-205-7(44)309
S.E. Market Street U'Xing
Contract No. 8538
SUBJECT: Time Extension

DATE: June 26, 1971

In reply refer to: HFO.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in your proposed 130-day extension of contract time on the above project.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: June 19, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S. E. Market Street U'Xing Section
Contract No. 8538
FAP No. I-205-7(44)309

Roy E. Ladd, Inc., contractor on the subject project, has requested a time extension of 158 calendar days for reasons listed below.

	Item	Time Requested
1.	Change of Schedule	45 Calendar Days
2.	Utility Delays	28 " "
3.	Drainage Revision	5 " "
4.	Weather Delays	4 " "
5.	Job Substantially Complete	13 " "
6.	Seasonal Impact	63 " "
	TOTAL	158 Calendar Days

The contractor was awarded this contract and Contract No. 8536, S.E. Stark Street U'Xing, at the same time (June 1, 1977). A joint preconstruction conference was held for both projects at which the contractor submitted his schedule for both projects. The schedules indicated completion of both projects within the allowable contract time. Upon examination of these schedules, the State requested that the contractor change them to permit earlier construction of the Stark Street structure and to shorten the duration of use of the Stark Street detour. This was not a contract requirement, but the contractor agreed and changed the schedules. The critical change affecting contract work on this contract, the Market Street U'Xing, was the starting of falsework. The original schedule and the actual performance of work is as follows:

	Item	Original Schedule	Actual
1.	Complete Clearing	7/15/77	7/21/77
2.	Complete Gen. Excavation	7/30/77	7/26/77
3.	Complete Substructure	8/20/77	3/10/78
4.	Start Falsework	8/25/77	3/30/78
5.	Complete Falsework	9/15/77	5/5/78
6.	Complete Superstructure	11/20/77	8/23/78
7.	Remove Falsework	2/20/78	9/12/78
8.	Open Market Street	3/15/78	11/20/78

An examination of the schedules indicates the contractor would have been ready to start the falsework in accord with his original schedule except for the schedule change requested by the State. This amounts to a delay of 217 calendar days which should be returned to the contractor. The contract time on this project was exceeded by 130 calendar days. Although additional time could be granted for some of the remaining five reasons claimed by the contractor, it is meaningless to pursue their evaluation.

It is therefore recommended that the contract time on this project be extended from 400 calendar days to 530 calendar days for the reason of the stated requested contractor's schedule change. This will eliminate all liquidated damages on this project.

Your concurrence is requested.

OBJ:fr jh
bc: C. T. Keasey
E. L. Hardt
Jerry Street
Richard Hacek

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 14, 1979

FILE: CON 5 #8538

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Market St. U'xing Section
Contract No. 8538
FAP No. I-205-7(44)309

Roy E. Ladd, Inc., contractor on the subject project, has requested a time extension of 158 calendar days for reasons listed below:

Item	Time Requested
1. Change of schedule	45 calendar days
2. Utility delays	28 " "
3. Drainage revision	5 " "
4. Weather delays	4 " "
5. Job substantially complete	13 " "
6. Seasonal impact	63 " "
Total:	158 " "

The contractor was awarded this contract and Contract No. 8537, S.E. Stark St. U'xing at the same time, June 1, 1977. A joint preconstruction conference was held for both projects at which the contractor submitted his schedule for both projects. The schedules indicated completion of both projects within the allowable contract time. Upon examination of these schedules, the State requested that the contractor change them to permit earlier construction of the Stark St. structure and to shorten the duration of use of the Stark St. detour. This was not a contract requirement, but the contractor agreed and changed the schedules. The critical change affecting contract work on this contract - Market St. U'xing - was the starting of falsework. The original schedule and the actual performance of work is as follows:

Item	Original Schedule	Actual
1. Complete clearing	7-15-77	7-21-77
2. Complete Gen. Exc.	7-30-77	7-26-77
3. Complete substructure	8-20-77	3-10-78
4. Start falsework	8-25-77	3-30-78
5. Complete falsework	9-15-77	5- 5-78
6. Complete superstructure	11-20-77	8-23-78
7. Remove falsework	2-20-78	9-12-78
8. Open Market St.	3-15-78	11-20-78

RECEIVED
STATE HWY ENGR
JUN 18'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

An examination of the schedules indicates the contractor would have been ready to start the falsework in accord with his original schedule except for the schedule change requested by the State. This amounts to a delay of 217 calendar days which should be returned to the contractor. The contract time on this project was exceeded by 130 calendar days. Although additional time could be granted for some of the remaining five reasons claimed by the contractor, it is meaningless to pursue their evaluation.

It is therefore recommended that the contract time on this project be extended from 400 calendar days to 530 calendar days for the reason of the stated requested contractor's schedule change. This will eliminate all liquidated damages on this project.

This is a Federal-aid Interstate project and FHWA concurrence is required. Rough draft letters to FHWA and the contractor are attached.

OBJ:fr

Att.

cc: Ed Hardt
Jerry Street

Exhibit No. M-1

Form 11-726-5280

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date October 10, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 526 days, within which to complete our Contract No. 8538, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

	Letter of Record		
Change of Schedule	July 13	45	Calender Days
Utility Delay	July 13	10	" "
Weather Delays	Aug. 29	30	" "
Workman Shortage	July 13	30	" "
Sidewalk Anchor Bolts	July 27	11	" "
Electrical	Oct. 10	(open)	
		126 Days	

Respectfully submitted,

Roy E. Ladd, Inc.
Contractor

By Merrill Bird

CONSENT OF SURETY

Date October 10, 19 78

We, THE TRAVELERS INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

JAMES A. VICK, Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8538 Contractor Roy E. Ladd, Inc.

Highway East Portland Freeway

Section S.E. Market St. U'xing

Kind of Work Paving, Grading, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

SEe attached letter

130 calendar day extension granted due to schedule change requested by State.

Recommended for Approval:

Region Engineer

O. B. Jackmond
For Construction Engineer or Bridge Engineer

H. Daulton
State Highway Engineer

Contract No.	8538
Project designation	Federal (State-Federal)
Date awarded	June 1, 1977
Work started	July 21, 1977
Per cent completed	95% — 10-21-78 (Date)
No. of ~~Workdays~~ Calendar Allowed	400
No. of ~~Workdays~~ Calendar Used	Project not completed
No. of Added Workdays Requested	126

SP*1003-734

EXHIBIT NO. M-2

Roy E. Ladd, Inc.

GENERAL CONTRACTOR 916—241-6102 P. O. Box 756 Redding, Calif. 96001

July 13, 1978

Oregon State Highway Department
9250 N. E. Skidmore
Portland, Oregon 97220

Attention: Mr. Norman Oliva, Resident Engineer

Subject: State Contract #8538
Market Street Bridge Undercrossing
Job Completion Delay

Gentlemen:

It is apparent at this time that the completion of the work at Market Street will extend past the scheduled completion date. We feel that the reason for part of this delay resulted when at the State's request we rescheduled our work so that Stark Street could be started first instead of Market Street.

We had originally scheduled our work to construct Market Street first and then reuse the falsework at Stark. To this we completed the excavation at Market Street first using our own forces. With the rescheduling, we had to wait until the excavation at Stark could be started and completed before the falsework and bridge operations could start.

Even though the excavation of Stark took longer than originally scheduled, we feel that the start of the falsework operations at Stark was delayed at least six (6) weeks. This had a ripple effect which subsequently delayed the start of the Market Street falsework and which is presently delaying the completion.

If you have any questions after reviewing the above, please contact us. A formal request for a time extension will be prepared and submitted at a later date.

Very truly yours,

ROY E. LADD, INC.

Merrill Bird
Area Manager

MB/jl

RECEIVED
NORMAN L. OLIVA
JUL 17 1978
OREGON STATE HIGHWAY DIV.

S - 7(a) 8538

1-205
49

REFERRED TO
Beard Staudenmayer
Cole Sample
Eriksen Watson
Hagger Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
JUN 06 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

OREGON STATE HIGHWAY DEPARTMENT

FINAL DESIGN ENGINEER STATEMENT OF OVERRUNS AND UNDERRUNS

Section S.E. MARKET STREET U'XING Contract No. 8538

Highway EAST PORTLAND FREEWAY Prefix 626-1024

Contractor ROY E. LADD, INC. Federal Aid No. I-205-7(44)309

	CONTRACT AUTHORIZATION	FINAL COST	PERCENT	
Contract Amount	$ 662,537.00	$ 626,322.10	5.5	Under Overx
Contingencies	$ 30,005.42	$ 10,328.36	65.6	Under Overx
Engineering	$ 60,010.83	$ 75,000.00	24.9	Underx Over
Anticipated Items	$ 4,250.00	$ 421.41	90.1	Under Overx
Add'l. Auth.	$ 0.00	$ 0.00	-	Underx Overx
TOTAL	$ 756,803.25	$ 712,071.87	5.9	Under Overx

Explanation of Overruns and Underruns:

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
1	Mobilization	L.S.	$48,304.00	$48,304.00	0
2	Clearing & Grubbing	L.S.	$ 5,000.00	$ 5,000.00	0
3	Removal of Structures and Obstructions	L.S.	$ 2,000.00	$ 2,000.00	0
4	General Excavation	Cu. Yd.	$30,675.00	$ 23,978.00	- 21.8
	The original estimate was too high.				
5	Trench Excavation	Cu. Yd.	$ 330.00	$ 1,792.10	+443.1
	Added 12" Sewer Pipe at Sta 3+25 to 4+97.				

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
6	Watering	M-gal	$ 1,320.00	$ 1,048.80	- 20.5
	Sandy material encountered which required less water for dust control.				
7	Plant Mix Agg. Base	Ton	$ 5,650.00	$ 5,857.85	+ 3.7
8	Cement Treated Base	Ton	$ 7,350.00	$ 0	-100
	This item was deleted by Price Agreement No. 4				
9	Portland Cement in CTB	Ton	$ 2,600.00	$ 0	-100
	This item was deleted by Price Agreement No. 4.				
10	Asphalt in Seal	Ton	$ 300.00	$ 0	-100
	This item was deleted by Price Agreement NO. 4				
11	Class "B" or "C" Asphalt Concrete	Ton	$ 7,600.00	$ 9,030.08	+ 18.8
	Overlayed 96th Street to some extent.				
12	12-inch Culvert Pipe	Lin. Ft.	$ 840.00	$ 966.00	+ 15.0
	Increased length of pipe under impact slab at Bt # 1				
13	24-inch Culvert Pipe	Lin. Ft.	$ 480.00	$ 0	-100
	This item was deleted by Price Agreement No. 6.				
14	12-inch Sewer Pipe	Lin. Ft.	$ 608.00	$ 2,392.00	+293.4
	Added sewer pipe at Sta 3+25 to 4+97 to correct drainage problem.				
15	Concrete "P" Inlet Type	Each	$ 1,200.00	$ 2,400.00	+100
	Added 2 inlets at Sta 3+75 to correct drainage problem.				
16	Gravel Sump	Each	$ 300.00	$ 300.00	0
17	CL-6 Chain Link Fence	Lin. Ft.	$ 1,960.00	$ 1,246.00	- 36.4
	The sound wall berms were constructed much closer to Market St than was originally shown on the Plans.				
18	Concrete Walks	Sq. Yd.	$ 7,150.00	$ 6,935.50	- 3.1

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
19	Concrete Curbs	Cu. Yd.	$ 2,000.00	$ 2,280.00	+ 14.0
	The original estimate must have been too low.				
20	Shoring, Cribbing etc	L.S.	$ 500.00	$ 500.00	0
21	Structure Excavation	Cu. Yd.	$ 6,550.00	$ 7,176.20	+ 9.6
22	Structural Excavation Below Elevation Shown	Cu. Yd.	$ 1,200.00	$ 0	-100
	This item not needed do to finding suitable material at Plan Footing Elevation.				
23	Structural Concrete Class 3300	L.S.	$ 65,000.00	$ 65,000.00	0
24	Structural Concrete Class 4000	L.S.	$ 10,000.00	$ 10,000.00	0
25	Structural Concrete Class 5500	L.S.	$ 230,000.00	$ 230,000.00	0
26	Expansion Joint Type D-260	Lin Ft	$ 5,900.00	$ 5,810.00	- 1.5
27	Reinforcement	L.S.	$ 65,000.00	$ 65,000.00	0
28	Coated Reinforcement	L.S.	$ 18,900.00	$ I8,900.00	0
29	Prestressing Steel	L.S.	$ 86,000.00	$ 86,000.00	0
30	Reinforced Concrete Bridge End Panels	Sq. Yd.	$ 6,230.00	$ 6,370.35	+ 2.3
31	Three Tube Metal Rai	Lin Ft	$ 24,750.00	$ 24,799.50	+ 0.2

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
32	4-inch PVC Pipe	Lin Ft	240.00	236.00	- 1.7
33	2-inch Electrical Conduit	Lin Ft	$ 4,100.00	$ 0	-100
	This item was deleted by Price Agreement No. 5.				
34	Waterline Installation	L.S.	$ 1,000.00	$ 1,000.00	0
35	Pole Foundations	L.S.	$ 1,500.00	$ 1,500.00	0
36	Roadway Lighting Poles & Brackets	L.S.	$ 5,000.00	$ 5,000.00	0
37	Luminaires & Ballast	L.S.	$ 1,000.00	$ 1,000.00	0
38	Switching, Conduit, Wiring, Lamps, etc.	L.S.	$ 4,000.00	$ 4,000.00	0
			$	$	
	PRICE AGREEMENTS				
30101	On-The-Job Trainees	Hour	$ 800.00	$ 308.00	- 61.5
	Do to scheduling conflict with Stark Str., this project was delayed and then accelerated leaving little time for training.				
30102	Doc. Use of Electronic Scale & Printout	-	$ -	$ -	-
30103	Sub. "DIXON" Floating Bearing & Cdt. State	L.S.	$ -771.75	$ -771.75	0
30104	Sub. Asphalt Treated Base for CTB	Ton	$ 10,258.25	$ 8,618.31	- 15.9
	The original estimate for CTB must have been too high.				
30105	Sub. 1¼" Electrical Conduit for 2"	Lin Ft	$ 2,550.00	$ 2,169.00	- 14.9
	A portion of this work became involved with Price Agreement No. 7.				

JCS - 7 (b)

Item No.	Item	Unit	Bid Amount	Final Amount	% Over or Under
30106	Sub. 27-inch Conduit for 24-inch	Lin Ft	864.80	864.80	0
30107	Added Sign Illumination	L.S.	$ 2,230.00	$ 2,230.00	0
			$	$	
			$	$	
	STATE FORCE ORDERS				
92001	Perm. Pavement Stripping		$ 200.00	$ 113.41	- 43.3
	This work was done in conjunction with other work in the immediate area which reduced this cost.				
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			$	$	

8538

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE MARKET ST U'XING		WEEK ENDING: APRIL 28, 1979
		SECTION PREFIX: 626-1024
HIGHWAY: EAST PORTLAND FREEWAY		COUNTY: MULTNOMAH
NAME OF JOB: S.E. MARKET STREET U'XING	KIND OF WORK: GRADING, PAVING AND STRUCTURE.	
CONTRACTOR: ROY E. LADD, INC.	CONTRACT NUMBER: 8538	FEDERAL AID PROJECT NUMBER: I-205-7(44)309
DATE OF CONTRACT: JUNE 1, 1977	DATE WORK STARTED: JULY 21, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 400	CALENDAR DAYS USED: 530
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 133
PROJECT AUTHORIZATION: $756,803.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $696,792.42	ENGINEERING AUTHORIZATION: $60,010.83	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $655,672.40	ENGINEERING COST TO DATE: $73,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 5.9 %	PERCENT OF AUTHORIZATION: 121.6 %	DATE PROJECT WAS COMPLETED: FEBRUARY 14, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,270	1,300			380
TOTAL QUANTITIES CORRECTED TO DATE	10,000	1,300			380
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13527							
PERCENT	100							

Calendar

		WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	RAIN	0		
MONDAY	23	CLOUDY	0		
TUESDAY	24	SHOWERS	0		
WEDNESDAY	25	FAIR	0		
THURSDAY	26	FAIR	0		
FRIDAY	27	RAIN	0		
SATURDAY	28	FAIR	0		

Keesey Richards
Jeckmond Berg
Hopkins Inlees
Williams Widmer
Johnsen Gebauer
Olsen Church

RECEIVED
MAY 1 1979
CONSTRUCTION
BRANCH

8538

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon

August 16, 1977

FROM: Dan Gano, Regional Geolgist

SUBJECT: Multnomah St.-Division St. Section
I-205, East Portland Freeway
Multnomah County

TO: Max Klotz, Technical Services Engineer

Jerry Rien, Road Design Section, requested (by telephone) that we review proposed bottomless catch basins which would drain into very shallow dry wells. It was decided that permeability tests would be necessary at each of the proposed sites. Jerry Rien provided maximum design drainage requirements for the catch basins. Permeability tests were completed February 1977. The attached permeability test results were given to Jerry Rien by telephone.

Test pits were dug at each of the proposed catch inlet sites with a 3/8 cu. yd. clam bucket. The test pits measured 3' x 5' wide and were 6' deep. This is the approximate size of dry wells proposed for use with the bottomless catch basins. A controlled flow of water equal to the design drainage requirements was directed into each pit to determine if existing ground conditions would provide adequate permeability. If permeability was less than needed, the flow was reduced until the water level stablized in the pit. The flow rate (g.p.m.) was then determined. If satisfactory results were not obtained, the test pit was deepened until visual inspection indicated more permeable conditions on which to run additional tests. This procedure was repeated until desired results were obtained or until the practical depth for dry well excavation was exceeded and caving conditions developed. It is recommended that similar field permeability tests be made on all future sites for proposed dry wells.

cc: Hardt, Versteeg, Terpin, Gregg
Yarbrough, Johnsen, Davis, Olcott
File

REFERRED TO
Board, Reed
2 Col. W.E.C.
1 Eriksen 2 3 KW
Heger
Return Discuss Do
BY FINAL DESIGN

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

DIVISION ST. OVERCROSSING

9575

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"A"	"L" 404+10 475' Rt.	268	6'	260 gpm	70 gpm	1 hour
"A"	"	"	21'	"	"	"
"B"	"L" 404+35 140' Rt.	265	6'	180 gpm	70 gpm	1 hour
"B"	"	"	15'	"	200 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' - 9' below finish grade) of the attached typical section. A depth of 15' at location B will be necessary for anticipated runoff. Location will have to be designed for a maximum runoff of 70 gpm per dry well.

MARKET ST. UNDERCROSSING

"C"	"L" 379+15 255' Lt.	266	7'	110 gpm	200 gpm	1 hour	8538
"D"	"L" 378+90 88' Lt.	265	8'	"	150 gpm	1 hour	
"E"	"L" 374+15 31' Rt.	265	9'	"	150 gpm	1 hour	
"F"	"L" 379+75 127' Rt.	265	9'	"	140 gpm	1 hour	

Proposed bottomless catch inlets would be quite sufficient in these areas.

1 Versteeg
2 Olson
3
RECEIVED
AUG 30 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return
Bring Up
Other

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

WASHINGTON ST. U'XING

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"G"	"L" 354+00 65' Rt.	273	6'	50 gpm	10 gpm	1 hour
"G"	"	"	16'	"	11 gpm	"
"G"	"	"	26'	"	95 gpm	"
"H"	"L" 353+54 212' Lt.	275	6'	"	40 gpm	"
"H"	"	"	15'	"	60 gpm	"
"H"	"	"	26'	"	60 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of about 25' will be necessary for anticipated runoff.

BURNSIDE ST. U'XING

8695

"I"	"L" 336+08 335' Lt.	291	6'	160 gpm	15 gpm	1 hour
"I"	"	"	10'	"	120 gpm	"
"M"	"L" 335+75	292	10'	"	120 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 10' will be necessary for anticipated runoff.

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Permeability Test Results

STARK ST. U'XING

9537

Test Pit Site	Location	Existing Ground Elevation	Depth	Design Drainage Needs	Existing Permeability	Duration of Test
"I"	"L" 348+97 196' Lt.	278	6'	100 gpm	2 gpm	1 hour
"I"	"	"	13'	"	16 gpm	"
"I"	"	"	18'	"	110 gpm	"
"J"	"L" 349+21 21' Rt.	277	6'	110 gpm	23 gpm	1 hour
"J"	"	"	13'	"	16 gpm	"
"J"	"	"	18'	"	110 gpm	"
"K"	"L" 349+21 233' Rt.	277	6'	200 gpm	No test	
"K"	"	"	13'	"	16 gpm	1 hour
"K"	"	"	18'	"	100 gpm	"

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 18' will be necessary for an estimated 110 gpm maximum surface runoff.

8538

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-91	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-11-77	Oregon County Multnomah Project No. I-205-7(44)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Division St. (FAU 9800), N. 0.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 756,065	$ 697,394

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Johnston

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUL 11 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

File

Oregon State Highway Division
Salem, Oregon July 6, 1977

Federal Aid Project
No. I-205-7(44)309

S.E. Market St. U'xing Section
E. Portland Freeway
Multnomah County

Project Agreement Estimate

Type Code X281
Market St. U'xing Br. #13527 (Sta. 379+80 to Sta. 38+28)
(Sta. 398+80 to Sta. 402+80)

Mobilization	All Required		$ 48,304.00
Clearing & Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	12,270 Cu. Yd.	2.50	30,675.00
Trench Excavation	33 Cu. Yd.	10.00	330.00
Watering	110 M-Gal.	12.00	1,320.00
Plant Mix Aggregate Base	565 Ton	10.00	5,650.00
Cement Treated Base Mixture	735 Ton	10.00	7,350.00
Portland Cement in CTB Mixture	40 Ton	65.00	2,600.00
Asphalt in Seal	2 Ton	150.00	300.00
Class "B" or Class "C" Asphalt Concrete	380 Ton	20.00	7,600.00
12-inch Culvert Pipe	120 Lin. Ft.	7.00	840.00
21-inch Culvert Pipe	40 Lin. Ft.	12.00	480.00
12-inch Sewer Pipe	76 Lin. Ft.	8.00	608.00
Concrete Inlet, Type P	2 Each	600.00	1,200.00
Gravel Sump	1 Each	300.00	300.00
Type CL-6 Fence	280 Lin. Ft.	7.00	1,960.00
Concrete Walks	550 Sq. yd.	13.00	7,150.00
Concrete Curbs	20 Cu. Yd.	100.00	2,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	655 Cu. Yd.	10.00	6,550.00
Structure Excavation Below Elevations Shown	60 Cu. Yd.	20.00	1,200.00
Structural Concrete, Class 3300 (515 C.Y.)	All Required		65,000.00
Structural Concrete, Class 4000 (70 C.Y.)	All Required		10,000.00
Structural Concrete, Class 5500 (1550 C.Y.)	All Required		230,000.00
Expansion Joint, Type D-260	118 Lin. Ft.	50.00	5,900.00
Reinforcement (296,200 lbs)	All Required		65,000.00
Coated Reinforcement (54,000 lb.)	All Required		18,900.00
Prestressing Steel (124,000 lb.)	All Required		86,000.00
Reinforced Bridge End Panels	178 Sq. Yd.	35.00	6,230.00
Three Tube Metal Rail	750 Lin. Ft.	33.00	24,750.00
4-inch PVC Pipe	24 Lin. Ft.	10.00	240.00
2-inch Electrical Conduit	820 Lin. Ft.	5.00	4,100.00
Water Line Installation	All Required		1,000.00
Pole Foundations	All Required		1,500.00
Roadway Lighting Poles & Bracket Arms	All Required		5,000.00
Lunimaires and Ballasts	All Required		1,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		4,000.00
			$662,537.00

Anticipated Items		
Temporary and Permanent Striping	All Required	$ 400.00
Temporary Erosion Control	All Required	2,500.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 3,600.00
	Subtotal	$666,137.00
	Engineering	89,928.00
	Total	$756,065.00

Length of Project - - - - 0.00 mile

Work Retained in Program Status		
(not included in totals below)		
Roadside Mulching	All Required	$ 550.00
Federal Funds (92.24%)		$697,394.00
State Funds		58,671.00
Total		$756,065.00

Group 1 100%
Contract No. 8538
Prefix No. 626-1024

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8538

1-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/77
Donald L. Trout

6-26-77 Bid Letting _____ All Clear Deadline

SECTION SE Market St. U'Xing
Highway I-205
County Multnomah Region ____
Type of Work Str. detours Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

I-205-1(14)309

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration	X					No apparent problems
Project Assessment						
Write-off Letter						
PERMITS:						
Division of State Lands						
D.O.G.M.I.						
Corps of Engineers						
Coast Guard						
Co. Conditional Use						
NPS Air Pollution						
NPS Water Pollution						
CULTURAL:						
Cultural Survey						
Cultural Salvage						
NOISE:						
Noise Study		X		X		Mitigation will be addressed in the grading work - Dykman to Trout 4-26-77

8538

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 16, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 26, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 26, 1977 on the following projects:

1. South Baker Interchange-Encina Interchange
   Old Oregon Trail Highway, Baker County
   Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oregon City-New Era
   Pacific Highway East, Clackamas County
   Rock Screen Slope Protection

   Same as No. 1.

3. Columbia City ("E", 2nd and "L" Streets)
   Columbia County
   Paving (overlay)

   Same as No. 1.

4. Austin Rock Production, Grant County

   Same as No. 1.

5. Odell Lake Rock Production, Klamath County

   Same as No. 1.

6. Elmira-Veneta Bikeway
   Territorial Highway, Lane County
   Grading and Paving

   1.6 miles of Class II and Class III bikeway extending existing Class III bikeway.

7. Burns Junction-Crooked Creek
I.O.N. Highway, Malheur County
Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
4-foot shoulders will be provided.

8. Silverton Road O'xing-"D" Street U'xing
Pacific Highway, Marion County
Grading, Paving, Drainage and Signing

Same as No. 1. Grading and paving incidental to drainage and signing.

9. Burlington Northern Railroad Depot (Salem)
Marion County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities construction.

10. Columbia Boulevard Intchge (Owens-Illinois Relocation)
East Portland Freeway, Multnomah County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities.

11. SE Stark/Washington Intchge (Stark Street U'xing)
East Portland Freeway, Multnomah County
Grading, Paving and Structure

7-foot existing sidewalks on Stark Street and 8-foot sidewalk / bikeway provided on south side of structure.

12. SE Market Street U'xing
East Portland Freeway, Multnomah County
Grading, Paving and Structure

8-foot sidewalk/bikeway provided on both sides of approaches and structure.

13. NE 68th Avenue-NE 81st Avenue (Portland)
FAU 9858 (NE Halsey Street), Multnomah County
Grading, Paving and Signals

Same as No. 1. 7-foot sidewalks are provided.

14. East Portland State Police Headquarters
East Portland Freeway
Multnomah County
Grading, Paving and Building Construction

Same as No. 1. Grading and paving incidental to building construction.

15. Palmquist Road-Kelso Road
Mt Hood Highway, Multnomah and Clackamas Counties
Flashing Beacon Installation

Same as No. 1.

16. Little Nestucca and Nestucca River Bridges
Little Nestucca and Oregon Coast Highways
Tillamook County
Painting

Same as No. 1.

17. Stanfield (SW Barbara Street)
City Street, Umatilla County
Grading and Paving

Same as No. 1. 6-foot shoulders are provided.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977

Telephone 238-8226

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd.	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

September 22, 1977 Bid Letting	State Share	Project Cost Estimate
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8538

JUN 2 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 16, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)-
Salmon St.-Bush St. Section
Market St. U'xing - #13527

to Glad Hart (info) 6-22-72

Preliminary bridge plans sent with Mr. Wallace's May 23 memorandum are approved. We reserve the right to make comments upon receipt of the foundation data.

6-21-72

NOTED
A. E. JOHNSON

FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

8531

RECEIVED
MAY 26 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM L. L. Wallace
L. L. Wallace
Bridge Design Engineer

SUBJECT S. E. Market Street Undercrossing
S. E. Salmon Street-S. E. Bush Street Section
East Portland Freeway
Multnomah County
Bridge 13527

NOTED
A. E. JOHNSON

Enclosed are two prints each of Drawings 28217 and 27592, which are the preliminary plan and elevation and vicinity map for the Market Street Undercrossing. The "Foundation Recommendation" will be forwarded when it becomes available.

This structure carries Market Street traffic over five lanes of northbound and four lanes of southbound East Portland Freeway traffic. It also crosses ramps and access lanes in each direction. Four spans are required to reduce spans to reasonable lengths.

Columns are placed between lanes and protected by concrete shoulder barriers where required, but there are no columns located in gore areas. Traffic will be routed over an adjacent street during construction of the structure. A post-tensioned concrete box girder with constant depth is used and is easily adapted to the curved alignment.

The preliminary foundation information indicates the use of spread footings at all bents. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies is $692,000. This is being submitted as a preliminary for your approval.

RECEIVED
MAY 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JEB/ag
Attachs
cc A. E. Johnson
V. Skoog
L. H. Young

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 26, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
East Portland Freeway
Glisan Street - Division Street Section
Market Street Crossing

RECEIVED
J. B. Hoop

Mr. Klaboe's letter of September 25, 1967 indicated a right of way swap involved in a proposed Market Street or Mill Street extension of the city street over I-205 in Portland.

The extent of Public Roads participation on any plan outside of the main line must be based strictly on the plan submitted and accepted and the merits of such a plan. Alternate plans should be considered but Federal-aid participation can be only on an individual alternate basis. Public Roads participation in either the City or the State plan would be limited to the structure across the freeway and the cross street connection parallel to the freeway (adjacent the normal freeway right of way line) between Market and Mill Streets.

We regret that participation cannot be extended to the two home sites on 92nd and Market Streets for we feel that this is a commendable approach by the city people to open an area adjacent the freeway for building or lots for houses to be moved onto. If the property at the intersection of Market and 92nd Streets is not available perhaps the City could place a cul-de-sac on Market in the back of this property and still make the area available for home sites.

The connection from Mill Street to Market Street is the best route from a traffic circulation standpoint, and it appears that the City will accept a parallel connection between Market and Mill Streets. The diagonal route that you proposed does not seem desirable or acceptable.

Routing
Morgan
Decker
Bond
Barlow
Walker
Glenn
Swan
Nordtvedt
Olson

orig to Morgan
copies to Young
Cox
9-29-67

RECEIVED
OCT 2 1967
CONSTRUCTION
DIVISION

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL-SAVINGS PLAN

APPROVED
AUG 29 1967
FOR FILING

1967

August 23, 1967

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
City Hall, Room 414
Portland, Oregon 97204

Dear Commissioner Bowes:

Re: Market Street Crossing, Glisan Street-Division Street Section, East Portland Freeway, Multnomah County

This is in reply to your letter dated August 22 concerning possible revision to our proposed Market Street crossing of Interstate 205.

A plan such as discussed with the Highway staff, and as submitted, would probably be possible to construct so long as the cost to the State would be no greater than our present plan. Your letter is not too clear on who would be responsible for the connection from proposed Market Street to Mill Street. If the State is expected to be responsible for this connection plus the additional right-of-way adjacent to 92nd Avenue, it would undoubtedly be more expensive.

In order to understand the proposition, we would appreciate having a plan provided us with some sort of color coding to clearly indicate exactly the State's expected responsibility for construction and right-of-way under the submitted proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. E. Johnson (Enc.)

DNS:jr srb

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
NORMAN R. DEULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 226-6141

August 22, 1967

Paving
Urgent
Docker
Bond
Barbee
Walker
Glenn
Swan
Posta
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 23 1967
CONSTRUCTION
DIVISION

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

The owners of the property lying between S. E. Mill Street and S. E. Clay Street and between S. E. 92nd Avenue and the westerly right-of-way line of Interstate 205 Freeway have filed with the City Engineer a petition with the signature of 100% of the property owners, agreeing to the dedication of a 50-foot-wide street midway between S. E. Mill Street and S. E. Clay Street for a street to be named S. E. Market Street. These property owners have also agreed to improve the street with sidewalks, curbs, and hard-surface pavement, at their own expense.

Representatives of these property owners have indicated to the City that they have already discussed this plan with you and that you have indicated that the State would probably be willing to connect the proposed overpass on S. E. Market Street to this proposed street and that State would probably be willing to purchase the two houses fronting on S. E. 92nd Avenue which would have to be acquired for the street opening, provided that the cost of the proposed right-of-way necessary for the proposed diagonal connection to S. E. Mill Street which is indicated on the preliminary plans to State.

Under the alternate plan, it will also be necessary to connect S. E. Market Street to S. E. Mill Street in the same manner proposed fro S. E. Hawthorne Boulevard and S. E. Clay Street.

Transmitted herewith are three prints of the proposed street opening plan as it was submitted to the property owners.

If State approves of this change in plan, will you please prepare an estimate of right-of-way cost for each of the two plans? The owners of the two houses fronting on S. E. 92nd Avenue have indicated to the other property owners that they would be willing to have the houses moved to other available lots on the new street. This plan might

lower the right-of-way cost.

Since the property owners are trying to get this new street improved at the earliest possible date in order to provide available sites for houses to be removed by the proposed freeway, will you please give the City an answer to this question as soon as possible?

Yours very truly,

Wm A Bruce
Commissioner of Public Works

B:F:dl

cc: N. R. Drulard
C. J. Wendt
D. E. Bergstrom
L. T. Keefe
F. T. Fowler

85380 6

DAVID B. SIMPSON, MEMBER
- PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 25, 1967

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, Oregon 97204

Dear Commissioner Bowes:

Re: Market Street Crossing, Glisan Street-Division Street Section
East Portland Freeway (I-205)
Multnomah County

As requested by your letter of September 1, an estimate has been made of the cost of right-of-way for the plan connecting Market Street and Mill Street on the west side of Interstate 205 as originally indicated on the State plans. An estimate has also been made of the right-of-way cost for the revised project proposed by a group of the local property owners which would include the cost of two houses on S. E. 92nd Avenue required for the suggested Market Street extension.

The right-of-way under the State's original plan is estimated to be $31,000. The cost of the right-of-way for the revised connection between Market Street and Mill Street for the two properties on S. E. 92nd Avenue is estimated at $40,200.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK1940
F. D. Morgan
H. S. Cox
A. E. Johnson

METROPOLITAN ENGINEER
RECEIVED
SEP 26 1967
ME AME HE MOE MCE MIE

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

September 1, 1967

Mr. Fred Klaboe,
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

Re: Market Street Crossing, Glisan Street-Division Street Section, East Portland Freeway, Multnomah County

Your letter dated August 28, in reply to my letter of August 22 about the above matter, has been received and studied by the Public Works staff. As per your request, two prints are submitted herewith showing the portions of the work to be done by State and by property owners. Since the construction cost on the proposed revised project could be no more, and probably somewhat less, than the plan submitted by State, we felt that the question of right-of-way costs for the two plans was the main issue.

The structure crossing the freeway is essentially the same as proposed by State except that a 6-foot sidewalk is shown on the plan submitted by City. The City would insist on one sidewalk being constructed, no matter what plan is finally adopted.

The connection between the viaduct and S. E. Mill Street has approximately the same length of curb and square yards of pavement on the two plans.

It is hoped that State will make every effort to cooperate with the City and the property owners in putting this revised plan in effect, for the following reasons:

1. The revised plan will provide a paved road connecting S. E. 92nd Avenue and S. E. 96th Avenue.

2. The property owners are willing to dedicate the required street and pay for the improvement.

3. By constructing the new S. E. Market Street, a large number of lots will be opened up and made available for the moving of houses which will be eliminated by the freeway.

4. A sizeable amount of increase in taxable value in the area will be provided.

Will you please give us an estimate of comparable right-of-way costs as asked in my letter of August 22, as soon as possible?

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

B:F:dl
cc: C. J. Wendt
N. R. Drulard
D. E. Bergstrom
L. T. Keefe
F. T. Fowler

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8539 NE 68th Ave-NE 81st Ave 1977
(Portland) Sec. of FAU 9858
(Grading, paving & signals)

5051 8-20-74 / C & A 5830 10-15-76
9-23-76

8539

Form 734-1191 (Rev. 5/77)

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

OREGON STATE HIGHWAY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-29-80	CC 2098	

CREDIT DISTRIBUTION

326-1906-295	$ 2,907.81
326-2551-295	$ 281.66
326-1095-295	$10,312.45

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder
Portland, Oregon 97205
Attn: David Vargas
Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project No. M-9858(1)(2)(3)			
N.E. 68th Avenue-N.E. 81st Avenue			
N.E. Halsey Street			
Multnomah County			
Agreement No. 5830			
Contract No. 8539			
TOTAL COST			$692,157.16
Less Federal Funds			593,442.38
Less State Share			49,312.86
City Share			49,401.92
City's Advance Deposit			45,100.00
(Attached Itemized Statement to Invoice)			

Advance Deposit Amount	$ 45,100.00
Advance Deposit Previously Transferred to Highway Fund	$ 35,900.00
Balance	$ 9,200.00
Transfer to Highway Fund	$ 9,200.00
Refund Due	$ - - -

Amount Due . . . . . $ 4,301.92

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC-1705, CC-1754, CC-1935

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12-29-80

CITY Portland Contract No. 8539 Date Completed 2-23-78

PROJECT # M-9858(1)(2)(3) Section N.E. 68th Ave.-N.E. 81st Ave., N.E. Halsey St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 57,714.01
Right-of-Way	36,746.90
Payments to Contractor	497,922.93
Credit for Liquidated Damages	(3,560.00)
SFO # 1 Relocate City Water Facilities	25,407.70
SFO # 2 Temporary Traffic Lines	1,015.22
SFO # 3 Remove Existing Traffic Lines	783.65
SFO # 4 Permanent Pavement Striping	161.58
SFO # 5 Permanent Signing	3,381.70
SFO # 6 Signal Controller Testing	916.70
Construction Engineering	70,998.68
Audit Expense	433.16
Project Management	11.88
Training	92.86
EEO Monitoring	130.19
TOTAL PROJECT COST	$692,157.16
Less Federal Funds	593,442.38
BALANCE	$ 98,714.78

Non-Participating Costs:		
Preliminary Engineering	$ 64.71	
Right-of-Way	24.36	
Construction Engineering	410.31	$ 499.38
Amount to be Shared by State & City		$ 98,215.40

State Share:
50% of ($98,215.40 + $410.31) = $49,312.86

City Share:
50% of $98,215.40 + ($499.38 - $\frac{\$410.31}{2}$ = $49,401.92

Reference: Billing Form CC 2098

#9539 1-2-80

GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-2-80	C. T. Christianson, Area Engineer	M-9858(3)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-23-78	11-3-78	135 %	180 C.D.

APPROVED EXTENSIONS	LOCATION
None	N.E. Halsey between 68th and 81st, Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N.E. 68th-N.E. 81st SECTION
N.E. HALSEY STREET
Grade, Pave and Signal

This project was completed at a final cost of $601,804 representing a 4.1% overrun. This includes assessment of $3,560 liquidated damages. A statement of overruns and underruns of individual contract items is included in the project file.

RECEIVED
STATE HWY ENGR
JAN 8 '80
REFER TO
Reuvers
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-8 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 1-3-80	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8539

(MEMORANDUM)

Revised Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-4-79

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

	VO. VOUCHER NO.
	VOUCHER NO.
APPROPRIATION	SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Building Salem, OR 97310	(For use of Paying Office)
STATE Oregon	FEDERAL AID PROJECT NO. I-9858(1)
VOUCHER PERIOD: FROM 8/20/74	TO 5/4/77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$57,677.50	$57,649.30	85.8%	$49,463,10	$49,463.10	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE 5-4-79	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 70th Ave.-N.E. 80th Ave. (Portland) Section					
	City Street					
	Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	City	All Required			$24,319.54	
	State	All Required			33,162.53	
	Misc. Project Costs					
	Audit Expense	All Required			167.23	
	Total Participating Cost				$57,649.30	
	Non Participating Items					
	P.E. State	All Required			28.20	
	TOTAL COST				$57,677.50	
	Prepared based on Participating Cost as shown on the Federal Billing as of 3/15/79					

AMOUNT CARRIED FORWARD...

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 9-17-76 — TO 1-25-78

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

FEDERAL AID PROJECT NO.

M 9858(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 36,746.90	$ 36,722.54	85.80%	$ 31,507.94	$ 31,507.94	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon — 5/4/79 — V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 68th Ave.-N.E. 81st Ave. (Portland)					
	Halsey St.					
	M 9858(2)					
	Multnomah County					
	Type of Code R.O.W.					
	Right-of-Way (Sta. 29+00 To Sta. 60+00)					
	Right of Way					
	Total R.O.W. Costs	All Required			$ 9,890.00	
					$ 9,890.00	
	Acquisition Expense					
	State					
	Total Acquisition Costs	All Required			$26,832.54	
	Total Participating Costs				$26,832.54	
					$36,722.54	
	Non Participating Items					
	Acquisition Expense					
	Total Non Participating Costs	All Required			$ 24.36	
					$ 24.36	
	TOTAL COST				$36,746.90	

Participating costs are for right of way actually incorporated in the project and all costs have been previously certified by the Right of Way Engineer.

Prepared based on Participating Costs as shown on the Federal Billing as of 4/30/79

AMOUNT CARRIED FORWARD .....

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 8-4-77
TO 1-7-80

☐ OTHER PROGRESS X

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-0068(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$897,673.76	$898,288.94	56.02%	$512,471.36	$512,471.36	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 6/16/80

PASSED FOR PAYMENT
BY V.E. Skaag, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 68th Ave.-N.E. 81st Ave. (Portland) FAU 9868, N.E. Halsey St. Multnomah County					
	Construction					
	Type Code 6201					
	Final Contract Payment Summary	**Lump Sum**			**$497,922.93**	
	SFO #1 Relocate City of Portland Water Facilities-City of Portland Water Bureau	**All Required**			**25,407.70**	
	SFO #2 Temporary Traffic Lines-State	**All Required**			**1,015.22**	
	SFO #3 Remove Existing Traffic Lines-State	**All Required**			**783.65**	
	SFO #4 Permanent Pavement Striping-City of Portland	**All Required**			**161.58**	
	SFO #5 Permanent Signing-City of Portland	**All Required**			**3,381.70**	
	Total Participating Construction				**$528,672.78**	
	Construction Engineering					
	State	**All Required**			**$ 70,693.11**	
	Liquidated Damages	Lump Sum			(3,560.00)	
	SFO #6 Laboratory Testing Signal Controller-State	All Required			916.70	
	Total Participating Construction Engineering				$ 68,049.81	
	Misc. Project Costs					
	Audit	**All Required**			**$ 433.16**	
	E.E.O.	**All Required**			**130.19**	
					$ 563.35	
	Total Participating Cost				**$597,285.94**	
	Nonparticipating Items					
	Construction Engineering-State	**All Required**			**387.81**	
	Total Project Costs				**$597,673.75**	

Prepared based on Participating Costs as shown on Federal Billing as of 4/24/80.

AMOUNT CARRIED FORWARD

GPO 944 892

										** JOB TOTALS **		146.70 **	767.58 **
NE 70TH AV-NE 80TH AV(PORTLAN CONT NO			* FA PROJ NOS M		858001 100							00	STATE
	326	1906	295	00	N	9						1,250.00	
	326	1906	296	00	N	9					10,463.10CR	50,713.10CR	
	326	1906	298	00	N	9					10,463.10	49,463.10	
	326	1906	901	00	P	1					152.79CR	25,502.58	

TOTAL TO DATE JOB COST SUMMARY — JUNE 1979 — PAGE 748

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	1906	901	00	N	1		37.25	54.71
	326	1906	902	00	P	1			267.96
	326	1906	903	00	P	1		78.94	2,332.60CR
	326	1906	905	00	P	1		170.64CR	12,684.62
	326	1906	906	00	P	1			979.94
	326	1906	906	00	N	1			10.00
	326	1906	907	00	P	1			12,087.23
	326	1906	908	00	P	1			75.21
	326	1906	909	00	P	1		299.12CR	2,041.82
	326	1906	910	00	P	1			55.12
	326	1906	911	00	P	1			623.85
	326	1906	912	00	P	1			160.21
	326	1906	914	00	P	1		100.94CR	3,201.39
	326	1906	915	00	P	1		68.87	560.35
	326	1906	920	00	P	1		12.14	147.69
	326	1906	921	00	P	1		334.18CR	1,166.49
	326	1906	923	00	P	1			144.89
	326	1906	924	00	P	1			50.45
	326	1906	980	00	P	1			232.10
			TOT	P1				897.72CR	57,649.30
			TOT	N1				37.25	64.71
			** JOB TOTALS **				**	860.47CR**	57,714.01 **
BNRR X!NG @ NW 31ST. PORTLAND CONT NO			* FA PROJ NOS RR0000S004 100						00 STATE
	326	1907	901	00	P	1		160.67	407.58
	326	1907	905	00	P	1			105.80
	326	1907	906	00	P	1			1.80
	326	1907	910	00	P	1			98.59
	326	1907	920	00	N	1	13.40	13.40	13.40
			TOT	P1				160.67	613.77
			TOT	N1			13.40	13.40	13.40
			** JOB TOTALS **				13.40 **	174.07 **	627.17 **
PORTLAND AREA SIGNAL PROJECTS CONT NO			* FA PROJ NOS HHS 00S001 100						00 STATE
	326	1908	296	00	N	9			9,515.33CR
	326	1908	297	00	N	9			954.32
	326	1908	298	00	N	9			8,561.01
	326	1908	901	00	P	1			7,446.76

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	2543	950	13 P 1			182.87	
			TOT	P1	2,304.74CR	1,755.33CR	368,311.27	
			TOT	P2	30.00CR	30.00CR		
			TOT	N1	1,732.04	1,732.04	32,298.14	
			** JOB TOTALS **		602.70CR**	53.29CR**	450,609.41	**
NE 68 AVE-NE 81 ON NE HALSEY	CONT NO		FA PROJ NOS M		858002 100		00	STATE
	326	2551	295	00 N 9		2,350.00	2,350.00	
	326	2551	296	00 N 9		2,423.54CR	33,857.94CR	
	326	2551	298	00 N 9		83.54	31,507.94	
	326	2551	401	00 P 1			6,545.00	
	326	2551	403	00 P 1			1,063.00	
	326	2551	405	00 P 1			2,282.00	
	326	2551	407	00 P 1			11,603.86	
	326	2551	409	00 P 1			278.20	
	326	2551	411	00 P 1			406.32	
	326	2551	412	00 P 1			2,181.64	
	326	2551	414	00 P 1			10,823.42	
	326	2551	920	00 P 1		97.36	97.36	
	326	2551	930	00 P 1			722.98	
	326	2551	930	00 N 1			24.36	
	326	2551	950	00 P 1			718.76	
			TOT	P1		97.36	36,722.54	
			TOT	N1			24.36	
			** JOB TOTALS **		**	97.36 **	36,746.90	**
NW PITTPIDGE-26TH ON FRONT	CONT NO		FA PROJ NOS M		300001 100		00	STATE
	326	2553	401	00 P 1		4,260.00	4,260.00	
			TOT	P1		4,260.00	4,260.00	
			** JOB TOTALS **		**	4,260.00 **	4,260.00	**
SE 17TH-SE 28TH ON SE HOLGATE	CONT NO		FA PROJ NOS M		793002 100			STATE
	326	2554	295	00 N 9		17,250.00	17,250.00	
	326	2554	296	00 N 9		17,250.00CR	17,250.00CR	
	326	2554	407	00 P 1	1,075.44	18,438.68	18,438.68	
	326	2554	407	00 N 1		7.30	7.30	
	326	2554	409	00 P 1	.98	2.15	2.15	
	326	2554	412	00 P 1		710.70	710.70	
	326	2554	414	00 P 1	3.25	682.95	682.95	
	326	2554	414	00 N 1		531.64	531.64	
	326	2554	470	00 P 1		59.26	59.26	
	326	2554	913	00 P 1	3.00	261.30	261.30	
	326	2554	930	00 P 1	.16	77.16	77.16	
	326	2554	950	00 P 1		1,198.90	1,198.90	
			TOT	P1	1,091.23	21,431.10	21,431.10	
			TOT	N1		538.94	538.94	
			** JOB TOTALS **		1,091.23 **	21,970.04 **	21,970.04	**

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
		TOT P1			114.54	89,505.70		
		TOT N1				8,874.80CR		
		** JOB TOTALS **		**	114.54 **	80,630.90 **		
NE 68TH-NE 81ST ON NE HALSEY CONT NO 8539 & FA PROJ NOS M 858003 100							STATE	
	326 1095	201	00 P 1	Cont.		497,922.93	77	79
	326 1095	203	00 P 1	Cr. Liq. Dam.		3,560.00CR	78	78
	326 1095	270	02 P 1	SFO #2		1,015.22	77	78
	326 1095	270	03 P 1	" #3		783.65	77	78
	326 1095	270	04 P 1	" #4	118.42CR	161.58	79	79
	326 1095	270	05 P 1	" #5	33.83CR	3,381.70	79	80
	326 1095	285	01 P 1	" #1		25,407.70	77	79
	326 1095	295	00 N 9	Tr. City		32,300.00	77	77
	326 1095	296	00 N 9	" St	117.30	544,771.34CR	77	79
	326 1095	298	00 N 9	" Fed.	117.30CR	512,471.34	77	79
	326 1095	900	00 P 1	Engr.		70,588.37	77	79
	326 1095	900	00 N 1	"	22.50	410.31	77	80
	326 1095	900	06 P 1	SFO #6		916.70	78	78
	326 1095	915	00 P 1	Audit		277.86	77	79
	326 1095	915	04 P 1	"		69.88	79	79
	326 1095	915	05 P 1	"	15.53	85.42	79	80
	326 1095	920	00 P 1	P.M.		11.88	78	78
	326 1095	950	00 P 1	Train.		92.86	77	77
	326 1095	985	00 P 1	EEO.		130.19	77	78
		TOT P1			136.72CR	597,285.94		
		TOT N1			22.50	410.31		
		** JOB TOTALS **		**	114.22CR **	597,696.25 **		
E MAIN-E CLIFF (MONMOUTH) CONT NO 3621 & FA PROJ NOS M 680001 100							STATE	
	327 1085	201	00 P 1			45,079.31	78	78
	327 1085	206	00 N 1			24.99	78	78
	327 1085	295	00 N 9			3,140.00	78	78
	327 1085	296	00 N 9			46,564.31CR	78	79
	327 1085	298	00 N 9			43,424.31	78	79
	327 1085	900	00 P 1			5,241.87	77	79
	327 1085	900	00 N 1			57.15	77	78
	327 1085	920	00 P 1			13.40	78	78
	327 1085	950	00 P 1			93.65	78	78
	327 1085	985	00 P 1			182.85	78	78
		TOT P1				50,611.08		
		TOT N1				82.14		
		** JOB TOTALS **		**	**	50,693.22 **		
COURT WAY W JACSON ST W CONT NO		FA PROJ NOS M 685001 90				M 685001 10	STATE	
~~327~~	~~1093~~	~~296~~	~~00 N 9~~	~~2,520.62CR~~	~~2,586.12CR~~	~~2,586.12CR~~	~~80~~	~~80~~
327	1093	298	00 N 9	2,520.62	2,586.12	2,586.12	80	80

8539

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 2, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy
Safekeeping Officer

Re: Cascade Construction Co., Inc.
Contract 8539

This contract has been finalled and pledged securities in the amount of $30,000.00 are herby released. Please notify us of the disposition of these securities.

Thank you.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

8539 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 12-22-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9858(3)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71413

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-4-77	11-24-78	FAU 9858	City Street

GENERAL LOCATION:

N.E. 68th - 81st Avenue (Portland) Section

GENERAL DESCRIPTION OF WORK:

Revised Force Account Order #5

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XX XXXXX~~ ~~XXXX XXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-13-78, and based on the data submitted, I approve the revised SFO #5 at a TEC NTE $3,150 - F.F. $2,696.

NOTED
F. B. KLABOE
Swan 1-5

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-22-78	G. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3539

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-30-78	CC 1935		326-2551-295

BILL TO: Code:

City of Portland

400 S.W. 60th Ave.

Portland, Oregon 97204

Attn: John Lang, Hwy. Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the R/W on the 68th Ave.-81st Ave. Section on N.E. Halsey St. FAU 9858. Agreement No. 5830 AD 251			

Advance Deposit Amount	$ 3,150.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 3,150.00
Transfer to Highway Fund	$ 2,350.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Fred Hildebrandt

Fred Hildebrandt

Approved:

Harold Kemis

SP*35736-734

1539

November 20, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On November 6, 1978, we wrote to you concerning release of final payment on Contract No. 8539 awarded to Cascade Construction Company, Inc. for work on the N.E. 68th Avenue-N.E. 81st Avenue Section of N.E. Halsey Avenue in Portland, Multnomah County.

The total contract amount is $494,362.93 including $5,613.31 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

Portland

Salem, Oregon
August 30, 1978

W. E. Cole
Design Engineering Supervisor

H. M. Fillmore
Resident Engineer

NE 68th-NE 81st Ave. (Portland)
FAU 9858 (NE Halsey St.)
Multnomah County
(Construction Narrative Report -
Contract No. 8539

This letter acknowledges receipt of your narrative report on the subject project.

REMARKS:

This project should have been planned for four stages instead of three. I believe we had discussed this over the phone after the preliminary plans were out.

We were not aware of the agreement with the City to replace the sprinkler system in the wide area at 80th Avenue.

We appreciate receiving these reports and hope that this letter explains some of the problems you encountered.

WEC:ab

Versteeg
Christenson
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 30 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8539

FORM 91-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. 68th-N.E. 81st. Ave. (Portland)		WEEK ENDING: July 28, 1978
		SECTION PREFIX: 326-1095
HIGHWAY: FAU 9858 (N.E. Halsey St.)		COUNTY: Multnomah
NAME OF JOB: N.E. 68th-N.E. 81st Ave. (Portland)	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 8539	FEDERAL AID PROJECT NUMBER: M-9858
DATE OF CONTRACT: June 16, 1977	DATE WORK STARTED: June 16, 1978	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a) 140	CALENDAR DAYS USED a) 157 b) 242
	SPECIFIED COMPLETION DATE b) 180	PERCENT OF TIME ELAPSED a) 112 b) 135
PROJECT AUTHORIZATION: $575,104.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $529,027.50	ENGINEERING AUTHORIZATION $45,603.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $529,413.86	ENGINEERING COST TO DATE $66,829.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 103
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 142 %	DATE PROJECT WAS COMPLETED: February 23, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	NAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 31 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final will be submitted as soon as signal pole certs are received so that test result summary can be made out.

SIGNED H M Fullerton LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP1E216

8539

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-36		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	7-10-78	Project Number M-9858(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 583,672.00	$ 610,200.00
Federal funds	$ 500,790.00	$ 523,550.00
Other revisions		

This modification is made for the following reasons:

Increase in cost of construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of July , 19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

PROJECT MANAGEMENT
CCE
FAE
JUL 17 1978

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen. File

Oregon State Highway Division
Salem, Oregon June 22, 1978

Federal Aid Project
No. M-9858(3)

NE 68th Ave.-NE 81st Ave. (Portland)
FAU 9858, NE Halsey St.
Multnomah County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. "HC" 28+23 thru Junction Pt. Sta. "HC" 58+94.84= Sta. "HS" 0+00 to Sta. "HS" 1+52.37)

Subtotal on Previous Estimate December 27, 1977		$530,612.00
	ENGINEERING	79,588.00
	TOTAL	$610,200.00

Length of Project. . . . . 0.611 miles
Cost of Roadway Per Mile . .$998,690.60

Summary of Funds

Federal Funds	$523,550.00
State Funds	43,325.00
City Funds	43,325.00
TOTAL	$610,200.00

Group 1 - 100%
Contract 8539
Prefix 326-1095

8531.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 1-8		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER: 1	1-4-78	Project Number: M-9858(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 7 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 508,805	$ 583,672
Federal funds	$ 436,553	$ 500,790
Other revisions		

This modification is made for the following reasons:

To include overrun in bid item quanities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of January , 19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By E Kessef

acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete 86717

Gen Files

Oregon State Highway Division
Salem, Oregon December 27, 1977

Federal Aid Project
No. M-9858(3)

NE 68th Ave.-NE 81st Ave. (Portland)
FAU 9858, NE Halsey St.
Multnomah County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. "Hc" 28+23 thru Junction Pt. Sta. "Hc" 58+94.84 = Sta. "Hs" 0+00 to Sta. "Hs" 1+52.37)

Subtotal on previous estimate of June 29, 1977			$462,550.00
Previous Estimate			
1"-0 Aggregate Base	14,030 Ton	5.50	$ 77,165.00
Class "B" or "C" Asphalt Concrete Mixture	6,280 Ton	11.00	69,080.00
Curbs, Islands, Walks & Driveways	750 Cu. Yd.	81.50	61,125.00
			$207,370.00
Revised Estimate			
1"-0 Aggregate Base	15,450 Ton	5.50	$ 84,975.00
Class "B" or "C" Asphalt Concrete Mixture	7,910 Ton	11.00	87,010.00
Curbs, Islands, Walks & Driveways	800 Cu. Yd.	81.50	65,200.00
PA2 Construct P.C.C. Steps	All Required		1,547.00
PA3 Load, Haul & Place Top Soil	All Required		1,036.00
EW01 Adju. Sprinkler System	All Required		5,000.00
EW02 Lower & Repair Sewer Services	All Required		1,664.00
SF01 Work by City of Portland (Water)	All Required		29,000.00
			$275,432.00
Increase			$ 68,062.00
Subtotal			$530,612.00
Engineering			$ 53,060.00
Total			$583,672.00

Length of Project . . . . . 0.611 mile
Cost of Roadway Per Mile. . . . $955,274.95

Federal Funds (85.8%)	$500,790.00
State Funds	$ 41,441.00
City Funds	$ 41,441.00
TOTAL	$583,672.00

Group 1 100%
Contract No. 8539
Prefix 326-1095

8539

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
	FEDERAL-AID PROJECT AGREEMENT	County
	7-7-77	Multnomah
		Project No.
		M-9859(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-4-77	0.611
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS pro rata 85.3% FEDERAL FUNDS
$ 508,605	$ 436,553

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JUL 7 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Files

Oregon State Highway Division
Salem, Oregon June 29, 1977

Federal Aid Project
No. M-9858(3)

N. E. 68th Ave.-N. E. 81st Ave. (Portland)
FAU 9858, N. E. Halsey St.
Multnomah County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. "Hc" 28+23 thru Junction Pt. Sta. "Hc" 58+94.84 = Sta. "Hs" 0+00 to Sta. "Hs" 1+52.37)

Mobilization	All Required		$ 45,000.00
Temporary Protection & Direction of Traffic	All Required		7,500.00
Temporary Signs	343 Sq. Ft.	4.00	1,372.00
Temporary Barricades	17 Each	90.00	1,530.00
Flagmen	2,000 Hours	1.00	2,000.00
Clearing & Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		2,936.85
General Excavation	12,500 Cu. Yd.	4.00	50,000.00
Trench Excavation	2,310 Cu. Yd.	6.75	15,592.50
Watering	200 M-Gal.	10.00	2,000.00
1"-0 Aggregate Base	14,030 Ton	5.50	77,165.00
Class "B" Or Class "C" Asphalt Concrete Mixture	6,280 Ton	11.00	69,080.00
Asphalt Cement in Mixture	410 Ton	64.00	26,240.00
8-inch Sewer Pipe	1,216 Lin. Ft.	4.60	5,593.60
10-inch Sewer Pipe	388 Lin. Ft.	9.15	3,550.20
15-inch Sewer Pipe	127 Lin. Ft.	9.85	1,250.95
18-inch Sewer Pipe	231 Lin. Ft.	11.50	2,656.50
24-inch Sewer Pipe	271 Lin. Ft.	17.90	4,850.90
30-inch Sewer Pipe	265 Lin. Ft.	45.00	11,925.00
36-inch Sewer Pipe	401 Lin. Ft.	42.50	17,042.50
Portland Cement Concrete in Sewers	17 Cu. Yd.	150.00	2,550.00
Reinforcement in Sewers	1,150 Lb.	0.50	575.00
Concrete Manholes	8 Each	1,125.00	9,000.00
Concrete Inlets, Type P	55 Each	220.00	12,100.00
6-inch Drain Pipe	80 Lin. Ft.	6.50	520.00
Special Filter Material in Drains	8 Cu. Yd.	30.00	240.00
Guard Rail, Type 3	38 Lin. Ft.	20.00	760.00
Guard Rail Anchors, Type 1	1 Each	225.00	225.00
Extra for Guard Rail Bridge Connections	1 Each	300.00	300.00
Rail End Pieces, Type C	1 Each	120.00	120.00
Curbs, Islands, Walks, and Driveways	750 Cu. Yd.	81.50	61,125.00
Extra for Asphalt Approaches	19 Each	150.00	2,850.00
Adjusting Manholes	8 Each	80.00	640.00
Adjusting Inlets	9 Each	70.00	630.00
Traffic Signal Installation, Complete	All Required		20,079.00
			$459,500.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 250.00
Stage Construction Striping (S.F.)	All Required	500.00
Remove Pavement Striping (S.F.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 3,050.00
	Subtotal	$462,550.00
	Engineering	46,255.00
	Total	$508,805.00

Length of Project - - - - - 0.611 mile
Cost of Roadway Per Mile - $832,741.40

Work Retained in Program Status (not included in totals below)		
Permanent Signing	All Required	$ 250.00
Work by City of Portland(water)	All Required	25,000.00
Seeding & Mulching	All Required	500.00
Construct P.C.C. Steps	All Required	400.00
Temporary Traffic Signal	All Required	15,000.00
Adjust Sprinkler System (E.W.)	All Required	3,000.00

Federal Funds (85.8%)	$436,553.00
State Funds	36,126.00
City Funds	36,126.00
Total	$508,805.00

Group 1 100%
Contract No. 8539
Prefix 326-1095

#8539 1-12-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9858(1)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71443

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	1-27-77	FAU 9858 / City Street

GENERAL LOCATION:
"NE 68th Ave. - NE 81st Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Revised Utility Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ OTHER (Specify) Revised Utility Costs City of Portland - Bureau of Water Works
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-19-77 the revised actual costs of adjustment to the City of Portland's Bureau of Water Works facilities in the amount of $25,300 is approved. Federal funds $21,707.

It should be noted that overhead costs of $3,795 are non participating. The overhead costs, unless defined, are considered administrative costs.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-12-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

F-8537

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ. NO.: N-9858(3)

STATE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71413

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
5-4-77	7-28-77	FAU 9858 / City Street

GENERAL LOCATION:
"NE. 68th - 81st Avenue (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Permanent Signing - furnish and install by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN ~~AGREED~~ ~~UNIT~~ PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-77 and based on the data submitted, you are authorized to proceed with the use of City Forces as being in the public interest as represented by State Force Order No 5 at a total estimated cost not to exceed $250 Federal Funds 200$.

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

F8539

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-21-77

FEDERAL AID PROJECT NO.
M-[illegible]58(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71413

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-4-77	7-28-77	FAU 9858
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
"NE. 68th Avenue - NE. 81st Avenue (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Permanent Pavement Striping by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION - PROCEED ON ~~AN AGREED~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-10-77 and based on the data submitted, you are authorized to proceed with the use of City Forces as being in the public interest, as represented by State Force Order No 4 at a total estimated cost not to exceed $250 Federal Funds $200.

Swan
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	E. J. Mahoney	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8539

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8537

OREGON STATE HIGHWAY DIVISION

Form 81-134-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 SW 6th Ave.
Portland, OR 97204

Attention of John Lang
Highway Co-ordinator

Request No. (assigned by staff engineer or head of section) cc 1754

Date September 20, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $40,300.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the Advance Deposit for Construction of the 68th - 81st Section.		
		FAU 9858		
		Covered by Agreement No. 5830	$32,300.00	
		To be retained		$ 8,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $40,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-1095-295

Submitted by: Fred Hilderbrand
Hilderbrand

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

#8539

8

ROBERT W. STRAUB
Governor

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by _____
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

8539

8

Oregon State Highway Division

ROBERT W STRAUB

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

1539

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

8539

15

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8539

May 31, 1977

City of Portland
Room 202, City Hall
Portland, Oregon 97204

Attn: City Auditor

Gentlemen:

On May 26, 1977 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for grading, paving and signal on N.E. 68th Ave.-N.E. 81st Ave. Section, FAU 9858.

The anticipated construction cost based on their bid is as follows:

Bid Items		$459,500.00
Anticipated Additional Items:		
Permanent Signing	$ 250.00	
Permanent Pavement Striping	250.00	
Temporary Pavement Striping	500.00	
Remove Pavement Striping (Exist. & Temp.)	500.00	
Temporary Erosion Control	1,000.00	
On-the-Job Trainee (1)	800.00	
Adjust Utilities:		
City of Portland (Water)	25,000.00	
Seeding and Mulching	500.00	
Construct P.C.C. Steps (E.W.)	400.00	
Temp. Traffic Signal	15,000.00	
Adjust Sprinkler Systems (E.W.)	3,000.00	
		$ 47,200.00
4½% Contingencies		$ 22,801.50
9% Engineering		45,603.00
ESTIMATED TOTAL COST		$575,104.50

City's Advance Deposit:

7% of $575,104.50 = $40,257.32 or say $40,300.00

NOTED
...NOR C. HOLMES

Please make your check in the amount of $40,300.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N.E. Glisan St., Portland, OR 97213 prior to June 20, 1977.

Very truly yours,

Robert H. Prange
Local Programs Manager

HR:dmc

bc w/att: Jon Rose - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-288 and submit to Finance Branch.

1539

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 16, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 26, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 26, 1977 on the following projects:

1. South Baker Interchange-Encina Interchange
   Old Oregon Trail Highway, Baker County
   Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oregon City-New Era
   Pacific Highway East, Clackamas County
   Rock Screen Slope Protection

   Same as No. 1.

3. Columbia City ("E", 2nd and "L" Streets)
   Columbia County
   Paving (overlay)

   Same as No. 1.

4. Austin Rock Production, Grant County

   Same as No. 1.

5. Odell Lake Rock Production, Klamath County

   Same as No. 1.

6. Elmira-Veneta Bikeway
   Territorial Highway, Lane County
   Grading and Paving

   1.6 miles of Class II and Class III bikeway extending existing Class III bikeway.

7. Burns Junction-Crooked Creek
I.O.N. Highway, Malheur County
Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". 4-foot shoulders will be provided.

8. Silverton Road O'xing-"D" Street U'xing
Pacific Highway, Marion County
Grading, Paving, Drainage and Signing

Same as No. 1. Grading and paving incidental to drainage and signing.

9. Burlington Northern Railroad Depot (Salem)
Marion County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities construction.

10. Columbia Boulevard Intchge (Owens-Illinois Relocation)
East Portland Freeway, Multnomah County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities.

11. SE Stark/Washington Intchge (Stark Street U'xing)
East Portland Freeway, Multnomah County
Grading, Paving and Structure

7-foot existing sidewalks on Stark Street and 8-foot sidewalk / bikeway provided on south side of structure.

12. SE Market Street U'xing
East Portland Freeway, Multnomah County
Grading, Paving and Structure

8-foot sidewalk/bikeway provided on both sides of approaches and structure.

13. NE 68th Avenue-NE 81st Avenue (Portland)
FAU 9858 (NE Halsey Street), Multnomah County
Grading, Paving and Signals

Same as No. 1. 7-foot sidewalks are provided.

14. East Portland State Police Headquarters
East Portland Freeway
Multnomah County
Grading, Paving and Building Construction

Same as No. 1. Grading and paving incidental to building construction.

15. Palmquist Road-Kelso Road
Mt Hood Highway, Multnomah and Clackamas Counties
Flashing Beacon Installation

Same as No. 1.

16. Little Nestucca and Nestucca River Bridges
Little Nestucca and Oregon Coast Highways
Tillamook County
Painting

Same as No. 1.

17. Stanfield (SW Barbara Street)
City Street, Umatilla County
Grading and Paving

Same as No. 1. 6-foot shoulders are provided.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8534 5-4-77 48

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9858(3)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71413

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-4-77	5-4-77	FAU 9858	City Street

GENERAL LOCATION:

"N.E. 68th Ave. - N.E. 81st Ave. (Portland) Sect"

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave and traffic signal (Miles 0.611 Code 6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Perm. Pavement striping (SF)	250
Stage Const. striping (SF)	500
Remove pavement striping (SF)	500
Temp. erosion control (EW)	1000
On-the-job training	800

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Swan's May 3, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $523,264 Federal Funds $448,960.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-4-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Section NE 68th Ave - NE 81st Ave (Portland) Programming Estimate $ 590,000

8539

Highway FAU 9858 (NE Halsey St) Project Length 0.61 mile

County Multnomah Completion Time 180 Calendar days

Kind of Work Grading, Paving & Signals Late October 1977

Prefix 326-1906- FA Project No. M-9858(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

ntract Amount $ 472,644 50

ROUTING SLIP DATE: 4/28/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 1
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Jon Rose FROM: HP

COMMENTS: Please forward one copy to the city for their information and comments.

FORM 81-734-3100 (REV. 9-76) SP*19582-734

	250 00
	250 00
	500 00
	500 00
	1,000 00
	800 00
	25,000 00
	500 00
	400 00
	15,000 00
	3,000 00
	$ 47,200 00

	$ 519,844 50
Contingencies (4-1/2%)	23,393 00
Engineering (9 %)	46,786 01
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 590,023 51

APPROVED

Road Design Engineer

Rev 28 Apr 77

Section NE68thAve-NE81stAve (Portland) Programming Estimate $ 590,000

Highway FAU 9858 (NE Halsey St) Project Length 0.61 mile

County Multnomah Completion Time 180 Calendar days

Kind of Work Grading, Paving & Signals Late October 1977

Prefix 326-1906- FA Project No. M-9858(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 472,644 50
Anticipated Additional Items:		
Royalty Payment	✓	
Building Permit Fees	✓	
Slide Correction	✓	
Railroad Protective Costs	✓	
Other Railroad Costs	✓	
Permanent Signing	250 00	
Permanent Pavement Striping	250 00	
Temporary Pavement Striping	500 00	
Remove Pavement Striping (Exist. & Temp.)	500 00	
Temporary Erosion Control	1,000 00	
State Furnished	✓	
Install Water Meter	✓	$ 47,200 00
Furnish Water	✓	
Laboratory Fees	✓	
On the Job Trainees 1 @ $800 00	800 00	
State Responsibility for Damages	✓	
Signal Controller Testing	✓	
Bikeway Signs	✓	
Furnish Mail Box Posts	✓	
Adjust Utilities		
City of Portland (Water)	25,000 00	
Seeding and Mulching	500 00	
Construct P.C.C. Steps (EW)	400 00	
~~Misc. Permit Fees~~ Temp. Traffic Signal	15,000 00	
Adjust Sprinkler Systems (EW)	3,000 00	
		$ 519,844 50
Contingencies (4-1/2%)		23,393 00
Engineering (9 %)		46,786 01
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 590,023 51

APPROVED

Road Design Engineer

3 Feb 77

Co-Cty Says # O.K.

Rev 28 Apr 77

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 26 Jan 77

Section NE 68th Ave - NE 81st Ave (Portland) County Multnomah

Kind Of Work Grading, Paving & Signals Length 0.58 mi. Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	22,500.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	4,500.00
3	Temporary Signs		Sq. Ft.	343	6.00	2,058.00
4	Temporary Barricades		Each	17	80.00	1,360.00
5	Flagmen		Hour	2,000	16.00	32,000.00
	ROADWORK					
6	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,500.00
7	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	7000.00
8	General Excavation		Cu. Yd.	12,500	3.75	46,875.00
9	Trench Excavation		Cu. Yd.	2,310	8.00	18,480.00
10	Watering		M-Gal	200	6.00	1,200.00
11	1"-0 Aggregate Base		Ton	14,030	5.25	73,657.50
12	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	6,280	10.75	67,510.00
13	Asphalt Cement in Mixture		Ton	410	80.00	32,800.00
14	8-inch Sewer Pipe		Lin. Ft.	1,216	7.00	8,512.00
15	10-inch Sewer Pipe		Lin. Ft.	388	6.50	2,522.00
16	15-inch Sewer Pipe		Lin. Ft.	127	9.50	1,206.50
17	18-inch Sewer Pipe		Lin. Ft.	231	13.00	3003.00
18	24-inch Sewer Pipe		Lin. Ft.	271	18.00	4,878.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section NE 68th Ave - NE 81st Ave (Portland) County Multnomah

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	30-Inch Sewer Pipe		Lin. Ft.	265	28.00	7,420.00
20	36-inch Sewer Pipe		Lin. Ft.	401	30.00	12,030.00
21	Portland Cement Concrete in Sewers		Cu. Yd.	17	65.00	1,105.00
22	Reinforcement in Sewers		Lb.	1,150	0.45	517.50
23	Concrete Manholes		Each	8	1,000.00	8,000.00
24	Concrete Inlets, Type P		Each	55	300.00	16,500.00
25	6-inch Drain Pipe		Lin. Ft.	80	5.00	400.00
26	Special Filter Material in Drains		Cu. Yd.	8	25.00	200.00
27	Guard Rail, Type 3		Lin. Ft.	38	20.00	760.00
28	Guard Rail Anchers, Type 1		Each	1	300.00	300.00
29	Extra for Guard Rail Bridge Connections		Each	1	300.00	300.00
30	Rail End Pieces, Type C		Each	1	150.00	150.00
31	Curbs, Islands, Walks and Driveways		Cu. Yd	750	85.00	63,750.00
32	Extra for Asphalt Approaches		Each	19	250.00	4,750.00
33	Adjusting Manholes		Each	8	250.00	2,000.00
34	Adjusting Inlets		Each	9	200.00	1,800.00
	TRAFFIC SIGNAL					
35	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	21,100.00
	TOTAL					472,644.50

Multnomah Co.

8539

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

DATE: April 25, 1977

FROM: DAVID A. WILLHITE
Project Coordinator

SUBJECT: N.E. 68th to N.E. 81st Street Section
Halsey Street

The existing sprinkler system for the landscaped area on the south side of Halsey at 68th and on the north side at 80th and 81st will need to be revised during construction. These revisions will involve uncovering and moving lines, cutting and plugging in some cases, and the addition of a line at 81st. Please program $3,000 as an anticipated item to cover this work which will be done under the contract as an extra work item.

DAW/ldo

cc: Marion Craft
Mort Filmore
Maury Payne
Slim Smedstad

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Copy Swenson
Copy Savage
Trout

RECEIVED
APR 26 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ___/___/___
Other

REFERRED TO

Beard Reed
Cole MEC Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Proj. moved to May letting 4-26-77 DOL

81-125-1387

8539

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S. W. Sixth Ave., Rm. 411
Portland, Oregon 97204
Attention of Mr. Cowles Mallory
City Engineer

Request No. (assigned by staff engineer or head of section) cc-1705

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $1,650.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on 70th Ave.-80th Ave. Section on N. E. Halsey St., FAU 9858. Covered by agreement dated 8/12/74		1,250.00
		To be Retained		$ 400.00
		Acct. Ref. PORTLAC 001225 APE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,650.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 326-1906-295

Submitted by: F. F. Hildebrandt

Approved:
Regional Engineer

Approved: G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8539

STATE OF OREG[illegible] INTERC[illegible]CE MEMO

TO: MEMO TO THE FILE

DATE: March 14, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Interdisciplinary Team No. 1
meeting March 9, 1977

The following projects were reviewed in accordance with the agenda:

1. I-205 - The schedule was reviewed. Versteeg advised the design effort was on schedule for the contract lettings. The work in Limbocker's shop is on schedule, providing adequate input to Versteeg's shop. Boyd advised the Owens-Illinois package is enroute, that the North Pacific Lumber property has been acquired, that the Rose City Precut property has been acquired, and that the jail and public works negotiations are underway. The utility relocation is a major effort underway at this time. Potter advised the operations plan will be required prior to opening the freeway and needs to be addressed by his section. He has that responsibility.

   A question was raised as to the indirect source permit's validity without the busway. Potter will review this; no action should be taken at this time.

   Versteeg reviewed the requirements for specifications to protect the trees. It appears the major responsibility rests with the Region Engineer and the Resident Engineer, with some support from specifications. We need a major effort to indoctrinate our resident engineers so they are sensitive to those issues that are a part of the I-205 planning process, and with the development of the design.

2. Banfield Transitway - Don Adams presented a revised schedule, developed to introduce the LRT option to the DEIS. Adams reviewed the characteristics of the LRT alternative being developed by Howard Ross and Associates, and designed jointly by DeLuew Cather for the downtown, ODOT for the Banfield and I-205, and Multnomah County for E. Burnside.

   Potter advised complete reports are required from other agencies contributing to the Banfield DEIS, specifically Tri-Met and their consultants, and the county. Potter was assured by Adams that this is being requested of the participating jurisdictions. Boyd advised the right-of-way staff is not able to handle the Banfield project if it should move according to the schedule presented by Adams. He will need additional staff to move this project in accordance with our projected schedule. Potter suggested the focus be moved from the completion of the DEIS to the development of the project. In theory this should be done, but the major effort required to proceed with the project now is the DEIS. Potter requested, and Adams agreed, to review the status of the project May 1, to determine if the major effort should start by the environmental staff writing the DEIS. In other words, have Tri-Met and the participating agencies produced sufficient work for the Environmental Section to be turned loose on the project again. Every effort will be made to maintain that date by Adams.

81-125-1387

3. Sunset Transitway - Adams advised this project is in the systems development stage. The only activity by ODOT is to keep the citizens informed about the project through the CAC.

4. Powell Boulevard - A briefing was given concerning the schedule and funding for the Ross Island Bridge/52nd Avenue section, and the 52nd Avenue/92nd Avenue section. Funding from FHWA has been approved. We are awaiting the survey authorizations to proceed. Borresen reviewed the schedule for the first section which calls for right-of-way acquisition in May 1977, and construction in June 1978. Right-of-way is now the key to allow for construction in June 1978. Versteeg advised that deeds and right-of-way descriptions must be correct when submitted. Boyd advised the title search is essential. Versteeg raised issue with access control. Both McClure and Boyd will follow-up this effort to see it is initiated in preparation for acquiring right-of-way on May 1, 1977. Boyd should analyze his staff in order to support this acquisition of 47 properties during the next twelve months. The right-of-way map which will be used to proceed with the description writing will be sent to Boyd with a copy to Versteeg within the next two weeks.

   A discussion pursued the noise mitigation measures for Cleveland High School and the process to be pursued. Boyd will handle the contracts and negotiations with the school. It appears proper for him to proceed, with Metro support to initiate discussions as to how we will accomplish the mitigation measures. We will need FHWA approval as well as the noise study report in order to initiate a plan by the school board to provide for the mitigation measures and subsequent payment from the project monies for the work.

   A major effort will be required by Boyd to proceed with the modification of the city garage in order to accommodate the project. Initial contact has been made with the city, and discussion held regarding this modification. The requirement of the city and state coordination on the signal designs and the agreement for those signals was brought up. A meeting should be initiated promptly between Bergstrom and George on this work.

   Preliminary engineering on the 52nd Avenue/92nd Avenue section will be scheduled shortly, with that work to begin immediately in anticipation of a hearing in early summer 1978. Borresen will proceed with that effort in anticipation of approval of the survey authorization.

5. Allen Avenue Interchange - A discussion pursued the design study report for this interchange, particularly the revision proposed by Metro and Region 1, to align Lee and King streets. Region and Metro, with some support from the hearing, will advance the revisions as proposed by Metro. Terpin, Versteeg, and Potter are questioning the noise impacts, cost impacts, air quality impacts, and the necessity for the revision. We decided to spend an hour of the April meeting to review the revision as proposed. Of interest is the question of the necessity for a supplemental document and hearing based on Potter's evaluation of the significance of the revision. A draft study report from Terpin should be presented to the Design, Environmental, and Metro sections for review prior to the meeting, in order that the discussion can be productive in April. There is some necessity to expedite this project in order to meet its construction schedule of 1978.

6. N. Tigard/S. Tigard - I-5 - Terpin is writing the design study report for this project and will have a draft prepared for discussion at the I.D. Team meeting in April. It was decided to set aside an hour to review this project, including the design and study report.

7. I-505 - Schulte advised the FEIS has been submitted to FHWA. Corridor approval is anticipated in June. A design hearing is anticipated in September. An effort is now underway to review low-cost alternatives developed by the Design Section. The Traffic Section has been requested to evaluate design alternatives, after which a presentation will be made to the city. Versteeg suggested we proceed with the city before the traffic evaluations in order to reduce some of that effort. I agreed to do that and Schulte will set up such a meeting with Doug Wright and Don Bergstrom.

8. Greeley/I-5 - Basin/Going - Schulte reviewed the schedule for this project and the alternatives under consideration at both locations. Versteeg suggested Alternative 2 be realigned at Basin to shorten the outer direction of travel. Schulte will sketch an additional option for review. Versteeg expressed concern with the grade separation alternative at Greeley/I-5, separating Interstate Avenue. He feels it is unacceptable due to the impacts upon I-5 northbound and southbound from reduced shoulder widths, etc., which would restrict flow. The Oregon Transportation Commission is being requested to concur with the consultant's prospectus. Potter advised about three weeks have been lost on the project, assuming the OTC approves at this point.

9. Grand Avenue - This project has been submitted to final design. An indirect source permit will apparently be required. Potter will be responsible for that effort. A question was raised as to the signing for the project and its effect upon right-of-way requirements. Signals and illumination are being handled between Versteeg's shop and the city of Portland. I requested Versteeg to advise us of any assistance they may need from the city to facilitate this project in terms of signing, signals, and illumination.

10. Macadam Avenue Signals - Willhite advised this project consists of three signal revisions on Macadam Avenue. The project has been assigned to a resident engineer to accomplish the location. Coordination will have to be made between the locating resident and Bergstrom's shop to provide for the signal design and input to the project.

11. Scappose Bypass - Ewen advised the hearing is tentatively set for April 21, based upon completion and distribution of the DEIS. The DEIS is now at FHWA for approval.

12. Columbia Boulevard - See Project Staff meeting memo of March 1, 1977.

13. Holgate Bridge - " " " " " " "

14. Halsey Street - See Project Staff meeting memo of March 1, 1977.

15. Front Avenue " " " " " " "

16. 12th and Sandy - Willhite advised the city council was scheduled to act upon this project in March. The consultant will complete the FEIS this month.

17. Fremont Boulevard - The city council is scheduled to act on this project in March. The FEIS will be completed by the consultant this month.

18. 24th and Barbur - McClure advised the design was sent to Versteeg for plans. This project is to be financed by the First State Bank of Oregon. After considerable discussion, it was decided this project should be returned to McClure to be handled as a general services contract to reduce the cost. This type of project doesn't need the high-level engineering effort and process provided by Salem staff. It can be handled as a District Engineer project supported by Metro staff.

19. E. Burnside - See Project Staff meeting memo of March 1, 1977.

20. Sellwood Bridge Ramp - A meeting has been set to coordinate this project with the PE project on Macadam Avenue.

21. Oswego Creek Bridge/Kerr Road - This project is awaiting action by Clackamas County.

22. Greenburg Road - This project is awaiting county funding.

23. Sherwood Boulevard - Cochell is on track with the location for this project which is scheduled to be submitted to Terpin on May 15.

24. Southeast 82nd Drive - This project will require a neg dec. ODOT is to do the preliminary engineering. We are waiting for the survey authorization from Salem to proceed. The neg dec effort needs to be pursued on this project.

25. Mt. Hood Postoffice/Willow Flat Road - This project is on schedule in Salem by Terpin evaluating the hearing transcript and Versteeg handling the design.

26. Tenth Street, Cornelius - This project has been assigned to Burnett for the location effort; its scheduled for submission to Terpin on May 15.

27. River Road - This location project is on schedule by Cameron and will be sent to Terpin on May 1. Versteeg raised question with the base design, traffic connections to McLoughlin Boulevard, and drainage. Ewen needs to give consideration to these three factors so they are complete with the project is submitted.

28. Progress Ramp - This project will require a neg dec. Ewen requested reconsideration by Potter of the neg dec determination; that is, Category 3, major determination. The location has been assigned and the project is underway.

29. Allen Avenue - This project is hung up with the city. A meeting has been scheduled for March 10, to review the process.

30. 72nd Avenue/Highway 217 Interchange - This project is in Versteeg's shop. Potter advised he did not have the capability of accomplishing the Category 2 DEIS. We should look to a consultant to do it. I need to review the alternatives developed over the last several years. I suggest the project be returned from Salem Design to Limbocker's shop and assigned to him to provide the field work during the project development stage. One hour will be spent on this project next month.

31. Nyberg Road - This project is hung up with Clackamas County, Washington County, and the city of Tualatin. Ewen will draft a letter to Washington County placing the responsibility on their shoulders to bring the project out of chaos.

32. 158th Avenue/Jenkins Road - See Project Staff meeting memo of March 1, 1977.

33. Boones Ferry Road - This project has been scheduled for hearing in March. It is being handled by the city of Lake Oswego. McClure needs to be sure they have the neg dec in distribution and the correct process is followed for review prior to the hearing--30 days.

The next meeting was scheduled for the second Wednesday in April, April 13, at Metro. The three projects scheduled to be discussed will be concentrated upon, in addition to a general status report on any projects having major activity during the month of March.

ebg

cc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
J. H. Versteeg
G. A. Potter
J. B. Boyd
E. L. Hardt
W. J. Hart
F. E. Terpin

RECEIVED
STATE HWY ENGR
MAR 15 '77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

8539

Fred/Hal

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

February 18, 1977

FILE:

FROM: Virgil Wilson

SUBJECT: Right of Way Status
Federal Aid Project
Bid Opening March 24, 1977

TO: L. W. Rulien
Project Management Engineer

Right of way acquisition has not been completed on the following projects and they will not be available for the proposed bid opening on March 24.

I-205-7(40) S. Banfield (N.E. Haley St. U'xing - Banfield Fwy. 64th E. Portland Fwy.

File #47220 - Rose City Pre Cut - This property is under condemnation and the State will have possession on July 1, 1977.

X M-9858(3) N.E. 68th Ave.-N.E. 81st Ave.

The City of Portland has not approved many of the options on this project but it is anticipated that we will have possession on all the properties by May 15, 1977.

RJH:jc

cc: R. L. Schroeder
V. E. Skoog
James E. Chidsey
Neil Flanagan
Duane Ridings
Frank Lowe

HM-FRED

NOTED
MAINOR C. HOLMES

PROJECT MANAGEMENT

FEB 22 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

8539

February 9, 1977

MEMO TO THE FILES

FROM: F. F. Hildebrandt
Local Projects Coordinator

RE: N.E. 68th Ave.-N.E. 81st Ave. (Portland)
FAU 9858 (N.E. Halsey St.)

On February 3, 1977 Jim Butler handed me an estimate in regards to the subject section. The estimate in the amount of $569,600 (rounded) is approximately $120,000 over the programmed amount of $450,000. I therefore called Dave Willhite, of Metro, who in turn contacted the City of Portland. The City gave Dave the o.k. to go ahead with this project.

FFH:dp

cc: Jim Butler

Butler requested this memo, stating that Versteg said he wanted a letter so we wouldn't get caught in another bind like Wells Bridge

Fred - Very appropriate

8539 Portland

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. VERSTEEG
Road Design Engineer

239-8460

DATE: February 9, 1977

FROM: DAVID A. WILLHITE
Project Coordinator

SUBJECT: N.E. 68th to N.E. 81st Street Section
Halsey Street
Right-of-Way File No. 48912

The building located on the southeast corner of N.E. Halsey and 80th Avenue sits approximately three to four inches south of the right-of-way line. As a result of our construction, a curb and sidewalk section will extend to the building.

At the present time, there are three roof drains on that side of the building. These drains empty onto the surface of the ground at the right-of-way line.

The purpose of this memo is to bring to your attention the possible drainage problem at this location and to request that you provide for this drainage as a part of the contract.

ldo

cc: Marion Craft w/attachment
Mort Filmore "
Lou Grothaus "

Dave will be advised - he will pass the word to Filmore. ldo.

REFERRED TO

Beard Read
Cole WEC Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
If time permits.

Plans & Specs. Have been processed W.E.C. Work will have To be done under cont. W.E.C. 2/7/77

Versteeg
Olson
Scott
Swenson
Savage
Trout

RECEIVED
FEB 08 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / / /
Other

81-125-1387

Engineering Sta
57+84 - 58+84

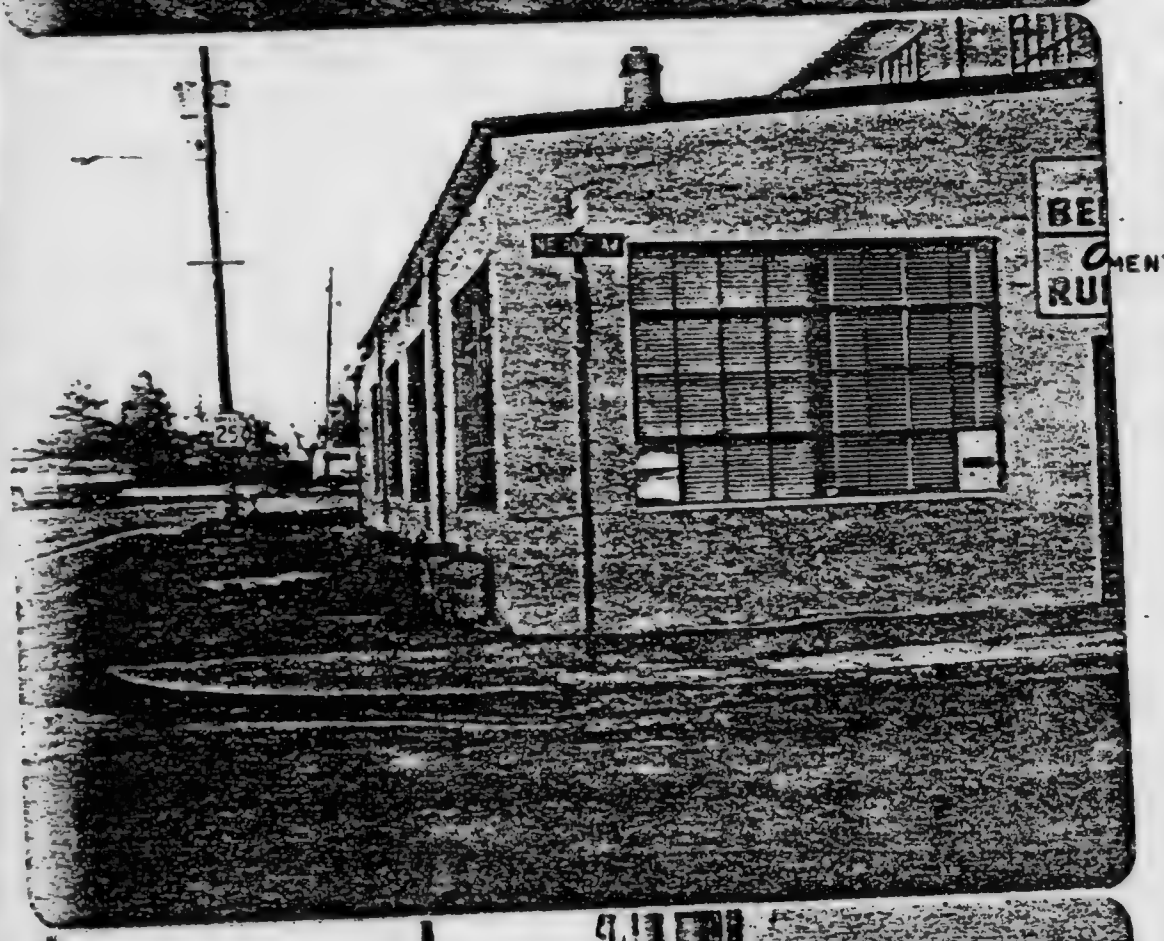
PHOTO RECORD OF SUBJECT PROPERTY

FILE No. 48912

SUBJECT AT ENG. STA. 57+84
TAKEN FROM ENG. STA. 57+10
FACING Southeast
TAKEN BY Anderson
DATE TAKEN December 17,1976

MENTS:

View of subject property from North side of NE Halsey Street.



SUBJECT AT ENG. STA. 57+84
TAKEN FROM ENG. STA. 57+45
FACING East-Southeast
TAKEN BY Allen L. Anderson
DATE TAKEN December 17, 1976

MENTS:

View of subject property from West side of NE 80th Avenue

SUBJECT AT ENG. STA. 57+84
TAKEN FROM ENG. STA. 57+74
FACING East
TAKEN BY Anderson
DATE TAKEN December 17, 1976

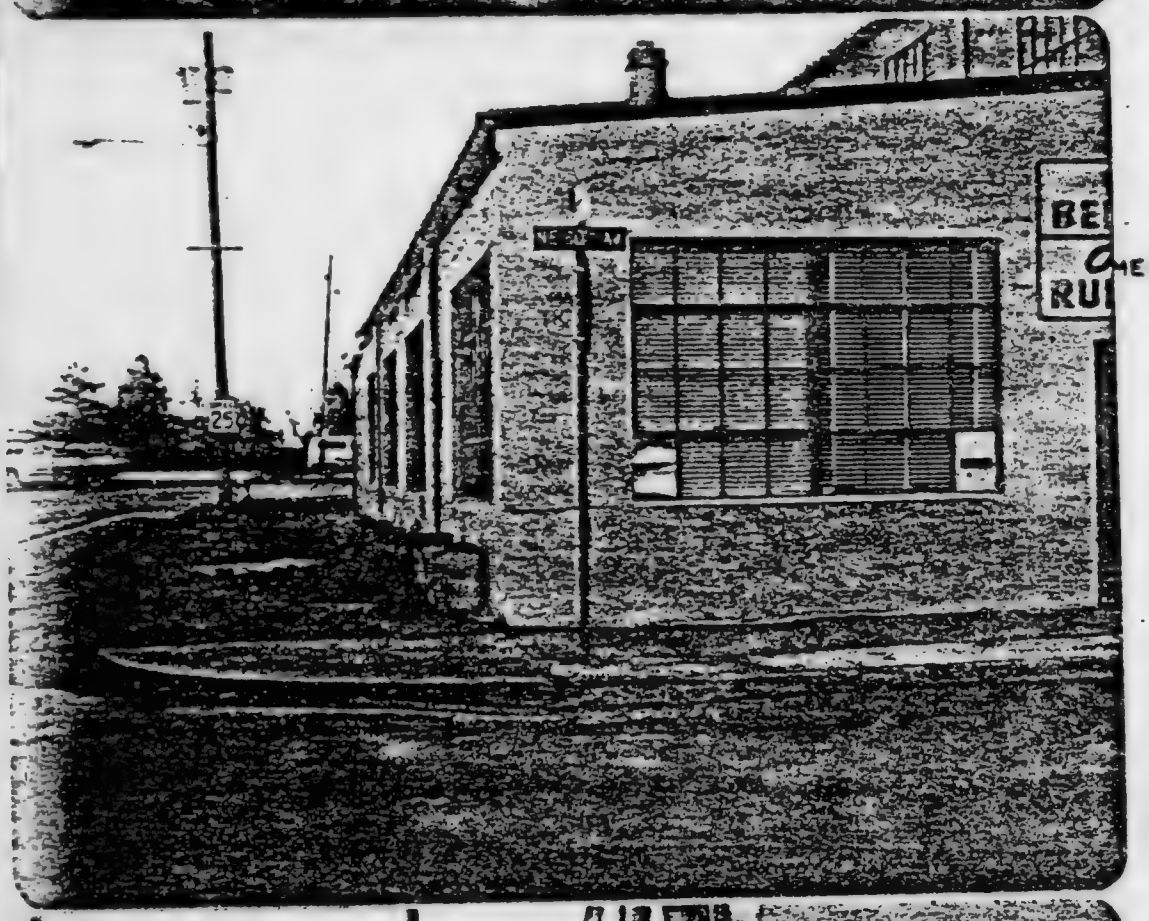
ENTS:

View of easement area from Northwest corner of subject property. Easement area between building and drawn red line.

DATE TAKEN December 17, 1976

MENTS:

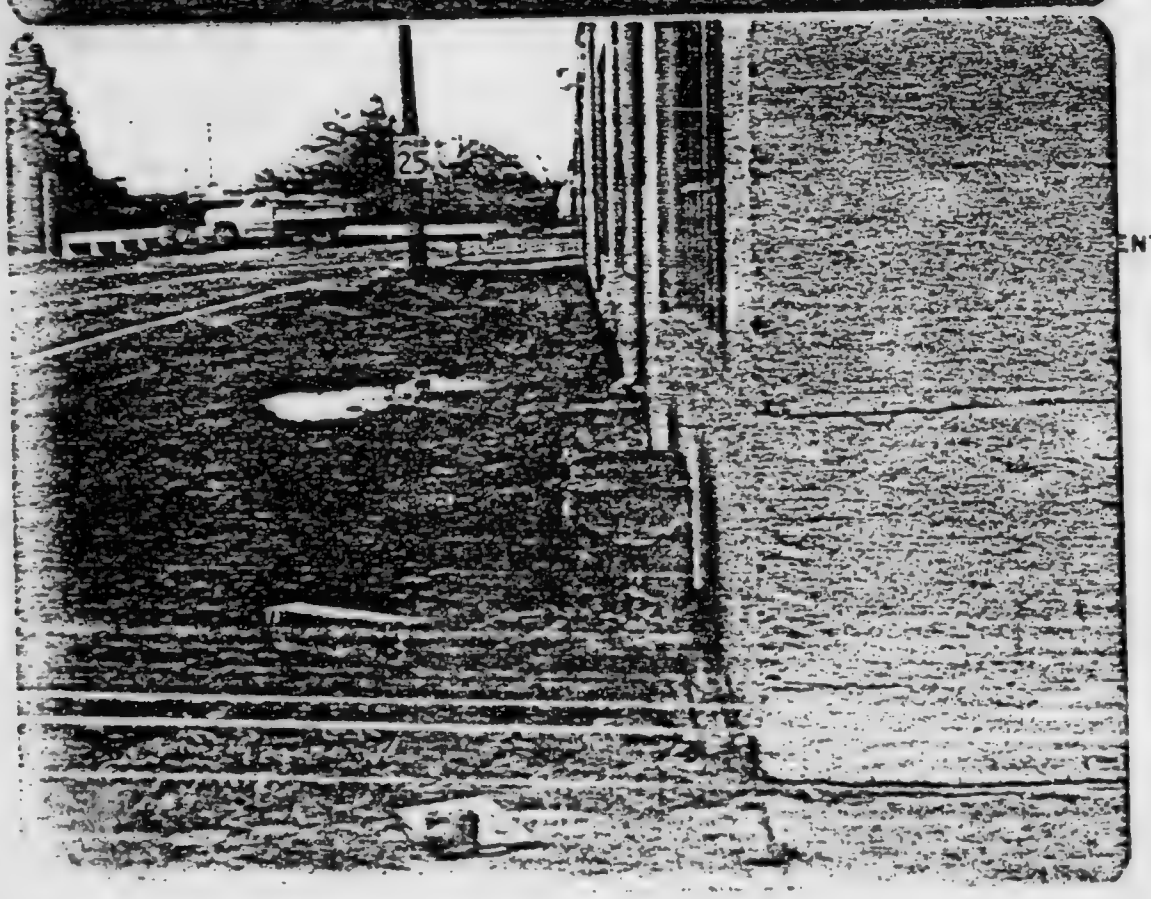
View of subject property from North side of NE Halsey Street.



SUBJECT AT ENG. STA. 57+84
TAKEN FROM ENG. STA. 57+45
FACING East-Southeast
TAKEN BY Allen L. Anderson
DATE TAKEN December 17, 1976

MENTS:

View of subject property from West side of NE 80th Avenue



SUBJECT AT ENG. STA. 57+84
TAKEN FROM ENG. STA. 57+74
FACING East
TAKEN BY Anderson
DATE TAKEN December 17, 1976

ENTS:

View of easement area from Northwest corner of subject property. Easement area between building and drawn red line.

81-734-3770
3/15/74

8539

Portland

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG
Road Design Engineer

FROM: DAVID A. WILLHITE
Project Coordinator

DATE: February 8, 1977

SUBJECT: N.E. Halsey Street
N.E. 68th to N.E. 81st Avenue Section

James Kirk, Permit Supervisor from the City Engineer's office, met with me to determine what size driveway should be allowed in the case of the right-of-way file numbers 48892 and 48893.

We visually inspected the driveways that are in existence now. Mr. Kirk agreed to allowing a 48-foot curb cut for the property at file number 48892 and allowing an additional 20 feet for the property at 48893. This will require a continuous 68-foot driveway.

In checking the distance from the property line to the building, we determined there is a 20-foot setback. Mr. Kirk said he had not realized there was that great a setback when he earlier made his request to cut the driveway width for the property at file number 48892 to a 20-foot driveway. Mr. Kirk asked that we make the correction to our plans to restore the width of their driveway to the 48 feet previously shown on our plans and provide the additional 20 feet for the adjoining property. Please make the necessary changes.

ldo

cc: Marion Craft
Gene St. Clair
Mort Filmore

REFERRED TO

Beard ____ Reed ____
Cole WEC ____ Semple ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Versteeg
Olson
Christensen Doc
Scott
Swenson
Savage
Trant

RECEIVED
FEB 09 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

61-125-1387

85.39 D 2-1-77 15

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9858(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71413

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Review
FOR
Init. | Inves. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-27-77	FAU 9858	City St.

GENERAL LOCATION:

"N.E. 68th Ave. - N.E. 81 st. Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Program change and utility adjustment including preparatory work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

1. Program change.
2. Utility adjustment (Bureau of water works City of Portland)

TEC $20,509 - FF $17,596

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 1-27-77, I approve the addition of "Adjustment of Utilities including preparatory work"to Item 71413.

Also, as requested, you are authorized to proceed with preparatory workand actual adjustments for the Bureau of Water Works, City of Portland, water facilities. Reimbursement on an actual cost basis is approved subject to the provisions of the appropriate FHPM.

I approve the agreement with the Bureau of Water Works, City of Portland, consisting of the utility's letter of 12-20-76, Regional Utilities Engineer's letter of 12-28-76 and the plans and estimate furnished by Mr. Cartwright's letter of 1-5-77.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-7-77	[signature]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8539

Section NE68th Ave - NE81st Ave (Portland) Programming Estimate $ 570,000

Highway FAU 9858 (NE Halsey St) 2-3-77 Project Length 0.61 mile

County Multnomah Completion Time 180 Calendar workday
Late October 1977

Kind of Work Grading, Paving & Signals

Prefix 326-1906- FA Project No. M-9858(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 472,644 50
Anticipated Additional Items:		
Royalty Payment	/	
Building Permit Fees	/	
Slide Correction	/	
Railroad Protective Costs	/	
Other Railroad Costs	/	
Permanent Signing	250 00	
Permanent Pavement Striping	250 00	
Temporary Pavement Striping	500 00	
Remove Pavement Striping (Exist. & Temp.)	500 00	
Temporary Erosion Control	1,000 00	
State Furnished	/	
Install Water Meter	/	$ 29,200 00
Furnish Water	/	
Laboratory Fees	/	
On the Job Trainees 1 @ $800 00	800 00	
State Responsibility for Damages	/	
Signal Controller Testing	/	
Bikeway Signs	/	
Furnish Mail Box Posts	/	
Adjust Utilities		
City of Portland (Water)	25,000 00	
Seeding and Mulching	500 00	
Construct P.C.C. Steps (EW)	400 00	
~~Misc. Permit Fees~~		
		$ 501,844 50
Contingencies (4-1/2%)		22,583 00
Engineering (9 %)		45,166 01
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 569,593 51

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
FEB - 3 1977
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

APPROVED

Road Design Engineer

2-3-77 - 1:05 pm
Called Willhite and he is to Contact City for OK
2-3-77 - 2:05 pm
City Says GO!

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 26 Jan 77

Section NE 68th Ave - NE 81st Ave (Portland) County Multnomah

Kind Of Work Grading, Paving & Signals Length 0.58 mi. Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	22,500.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	4,500.00
3	Temporary Signs		Sq. Ft.	343	6.00	2,058.00
4	Temporary Barricades		Each	17	80.00	1,360.00
5	Flagmen		Hour	2,000	16.00	32,000.00
	ROADWORK					
6	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,500.00
7	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	7000.00
8	General Excavation		Cu. Yd.	12,500	3.75	46,875.00
9	Trench Excavation		Cu. Yd.	2,310	8.00	18,480.00
10	Watering		M-Gal	200	6.00	1,200.00
11	1"-0 Aggregate Base		Ton	14,030	5.25	73,657.50
12	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	6,280	10.75	67,510.00
13	Asphalt Cement in Mixture		Ton	410	80.00	32,800.00
14	8-inch Sewer Pipe		Lin. Ft.	1,216	7.00	8,512.00
15	10-inch Sewer Pipe		Lin. Ft.	388	6.50	2,522.00
16	15-inch Sewer Pipe		Lin. Ft.	127	9.50	1,206.50
17	18-inch Sewer Pipe		Lin. Ft.	231	13.00	3,003.00
18	24-inch Sewer Pipe		Lin. Ft.	271	18.00	4,878.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section NE 68th Ave - NE 81st Ave (Portland) County Multnomah

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	30-inch Sewer Pipe		Lin. Ft.	265	28.00	7,420.00
20	36-inch Sewer Pipe		Lin. Ft.	401	30.00	12,030.00
21	Portland Cement Concrete in Sewers		Cu. Yd.	17	65.00	1,105.00
22	Reinforcement in Sewers		Lb.	1,150	0.45	517.50
23	Concrete Manholes		Each	8	1,000.00	8,000.00
24	Concrete Inlets, Type P		Each	55	300.00	16,500.00
25	6-inch Drain Pipe		Lin. Ft.	80	5.00	400.00
26	Special Filter Material in Drains		Cu. Yd.	8	25.00	200.00
27	Guard Rail, Type 3		Lin. Ft.	38	20.00	760.00
28	Guard Rail Anchors, Type 1		Each	1	300.00	300.00
29	Extra for Guard Rail Bridge Connections		Each	1	300.00	300.00
30	Rail End Pieces, Type C		Each	1	150.00	150.00
31	Curbs, Islands, Walks and Driveways		Cu. Yd.	750	85.00	63,750.00
32	Extra for Asphalt Approaches		Each	19	250.00	4,750.00
33	Adjusting Manholes		Each	8	250.00	2,000.00
34	Adjusting Inlets		Each	9	200.00	1,800.00
	TRAFFIC SIGNAL					
35	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	21,100.00
	TOTAL					472,644.50

8539

~~PRO 6-2~~ 18

69th - 81st

January 27, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rullen
Program Management Engineer

SUBJECT: Minor Program Change
Item No. 71413
Project No. M-9858(3)
Multnomah County

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "Adjustment of Utilities including preparation work".

We further request authorization to proceed with work by the City of Portland Bureau of Water Works at an estimated total cost of $20,509.01 with an obligation of $17,596 in federal funds. Additional information regarding the relocation of water facilities was previously forwarded with Mr. Cartwright's letter of January 5, 1977.

CL:dpy

cc: J. M. Cartwright

~~PRO 6-2~~

January 11, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rullen
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71413
Project No. M-9858(3)
N.E. 68th Ave.-N.E. 81st Ave. (Portland) Section
Multnomah County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

It is the Oregon State Highway Division's present intention to receive bids for the project on February 24, 1977.

JLG:dpy

Attachments

cc: Walt Hart (Region 1)
Gary Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1/11/77

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
2		City St., N.E. Halsey St. (Portland)	ADT	12,000	15,000	97	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AREA (69)	DA CLASS (70)	DA AREA (71)	ENERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 27
3	Gr., Dr., H.T. Pave, Traf. Signal								M-	9858

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Urban System	Multnomah

NAME OF URBAN AREA (17-31): Portland

ROUTE NO.	FEDERAL-AID	STATE (32)	U.S. (36)(37)
U	9858	City St.	-

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (34)(38)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) TOPICS 6201 Y031		"NE 68th Ave.-NE 81st Ave. (Portland) Sec."	0.61	450,000	386,000	32,000	32,000 (city
								0.61	450,000	386,000	32,000	32,000 (city

(116) (123)(124) (133)

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1	JLG	
1	14	PROGRAM APPROVAL DATES: 10/4/76	

REMARKS

Additional Data: Item Nos. M-14
Nos. M-9858(1) & (2) respectivel

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

1/11/77

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., N.E. Halsey St. (Portland)		12,000	15,000	97	10	Oregon	41	H36	71413

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASS/T.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST M.	DESIG.
ve, Traf. Signal								M-	9858	(3)		

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9858	City St.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
ROW								
CONST (CODE) PICS 01 31		"NE 68th Ave.-NE 81st Ave. (Portland) Sec."	0.61	450,000	386,000	32,000	32,000 (city)	ROW-60' normal; Access Control-none Parking Restrictions-complete.
JLG		PROJECT TOTALS	0.61	450,000	386,000	32,000	32,000 (city)	

APPROVAL DATES: 10/4/76

REMARKS: Additional Data: Item Nos. M-14 & M-93; Project Nos. M-9858(1) & (2) respectively.

N.E. 68th Ave.-N.E. 81st Ave. (Portland) Section
Project No. M-9858(3)

Remarks - continued

Project Data: The work consists of grade, drain, and high-type pave to widen the existing facility to a 46-foot curbed roadway accommodating four travel lanes with a 7-foot concrete sidewalk/bikeway on each side and installation of a two phase full actuated traffic signal at N.E. 74th Ave. (east intersection). Also, incidental work common to this type of project.

Data for PR-37:

Type Code 6201 (Roadway)	$400,000
Type Code Y031 (Signal)	$ 50,000

Note: (1) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project is included in the approved CRAG FY 1976 TIP Annual Element.

LETTER OF APPROVAL AND/OR AUTHORIZATION

8539

STATE PROJECT NO.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO. 12-28-76

ITEM NO. M-(Various)

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-28-76	Various FAU Routes
		STATE ROUTE NUMBER: City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-28-76	G. K. Haines	Division Administrator

DATE FS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-28-76	Various FAU Routes
		STATE ROUTE NUMBER: City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-28-76	G. K. Hosmer	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—831-993

8539

FAIS

PRO 6-2

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Minor Program Changes
Portland Urban System Projects

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

We hereby request your approval of a minor program change on the following listed Federal-aid Urban System Projects to change the Federal-aid route and project numbers to correspond with the approved system realignment and renumbering of urban system routes in the Portland urban area.

Item No.	Present Programming Rte.No.	Proj. No.	Revise Programming Rte.No.	Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	NG-0150(1)	9556	NG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

CL:bb
cc: D. L. Swan
G. Zehner
Finance

8539

9858

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Lawt Hancock

Hopkins
Harwell
Holmes
Prange R
Unrein A

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO: Pratt
FOR
Info | Investigate | R/D | Action ✓ | File | Letter

V

8539

FAUS

TRANSMITTAL SLIP

DATE

BALDWIN	CITY-COUNTY	MATERIALS	
KLAPOE	CONSTRUCTION	PARKS	
JOHNSON	EQUIPMENT-SHOPS	PERMITS & WEIGH	
HUNTER	ENVIRONMENTAL	PERSONNEL	SECRETARY
SCHROEDER	FINANCE	PLANNING	SIGN SHOP
COULTER	FHWA	PROJECT MANAGEMENT	TRAFFIC
ADM. ASSISTANT	LOCATION	PUBLIC AFFAIRS	FILES
BRIDGE DESIGN	MAINTENANCE	RADIO	MAIL
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	ESHB
		RIGHT OF WAY	REGION
		ROAD DESIGN	

ATTENTION:

FROM: Hildebrandt

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☑ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS: Please Collect and attached check to one Copy of Notification of Advance Deposit and Send Direct to Finance Div.

FORM 81-734-3100 SP*10283-734

N C ADVANCE DEPO

AD-251

11-4-76

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

COUNTY & CITY SECTION
NOV 4 - 1976
ENGR. COORD. ☑ RE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ HE ☐ UPE ☐

nd

roject Metro

of right-of-way on 68th Ave.-81st Ave.

FAU 9858

, etc.) M-5026(1)

ubmitted by Responsible Section -

ompletion (3) ☐ Other

h Based Upon Contract Payments -

Construction Prefix

PE Prefix 326-1906

(4) ☐ SCA

(5) ☒ Urban

(6) ☐ FAS-C

(7) ☐ Off System

(8) ☐ Title II, Normal

(9) ☐ Title II, Grade Crossing

Remarks FHWA 86%, State 7% and City 7%. 100% city costs of all items not participated in by FHWA

Prepared by F. Hildebrandt
F. F. Hildebrandt

Date 11/4/76

NOTICE OF ADVANCE DEPOSIT RECEIVED AD-251

To: County-City Unit
203 Transportation Building

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor City of Portland

Remarks Advance deposit for purchase of right-of-way on 68th-81st Ave. Section of N. E. Halsey St. (FAU 9858) M-5026(1).

Received by

Form 81-734-1382

8539

45

C

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 15, 1976

City of Portland
Room 202, City Hall
Portland, Oregon 97204

Attn: City Auditor

Right of Way Services Agreement #56
Halsey Street Project

MISC. CONTRACTS and AGREEMENTS No. 5830

Gentlemen:

Enclosed are two fully signed copies of the Supplemental Agreement for Right of Way Services in connection with the Urban System Project Agreement to widen N. E. Halsey Street between 68th Avenue and 81st Avenue.

Very truly yours,

J. B. BOYD
Right of Way Engineer

By

Adele L. Egan
Right of Way Office Manager

AE
mp
Enc.

cc: Max Klotz, w/c
Louis Grothaus, w/c
County-City, w/c
Title, w/c
Bob Warberg, w/c
Cecil Head, w/orig.

10/21/76
noted in agrmt. book

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAD, OR. 97204

Portland

October 14, 1976

Jim McClure
District Engineer
Oregon State Highway Division
P.O. Box 0257
Portland OR 97202

Dear Jim:

This letter is a request that State Highway Division forces maintain a portion of the NE Halsey Street FAU Project upon completion of construction. The portion in question is shown in green on the attached plan. Maintenance would consist of mowing.

I have the understanding that State Highway forces currently maintain the grass approach areas to the Halsey Street structure crossing I-80 N. State maintenance of the requested portion of the Halsey project therefore seems to make sense from a viewpoint of eliminating unnecessary overlap of State and City efforts.

Would you please let me know if this arrangement would be satisfactory with you. If you have any questions on this, please give me a call at 2484643.

Sincerely,

Glen R. Pierce

GLEN R. PIERCE, ASSOCIATE CIVIL ENGINEER
Bureau of Street and Structural Engineering

GRP:kmc

Encl.

cc: Ken Limbocker, OSHD
Bill Cole, OSHD

REFERRED TO

Board	Reed
Cole WEC	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
OCT 15 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

T.1N.,R.2E.,W.M.
PORTLAND

"FN" LINE

"HH" 256+59.01 P.T.

"HC" 58+94.84 P.O.T.=
"HH" 0+50.45 P.C. (13° Lt.)

"HC" 60+09.49 P.O.T.

S. 88°42'34" E.

60" Sewer

"HN" LINE

"HS" LINE

Easement Line

N.E. 81st. Ave.

12" Water

"HS" 1+52.37 P.T.

"HN" 2+59.36

"HS" R 91.
Δ 89°59.56"
Lg 91.00.

"H" R 133'
Δ 89°59.56"
Lg 133'

"HS" 0+00.00 P.T. (H.T. 1+52.37)

Subgrade

Ground Line @ 25' Lt. ℄

Finish Grade @ Lt. Gutter

Finish Grade @ Rt. Gutter

Finish Grade @ Rt. Gutter Only

(Incl. In "HC" Line)

(Earthwork Quantities Incl. In "HN")

"HN" LINE

"HS" LINE

8539 r

fans

OREGON STATE HIGHWAY DIVISION
Location Section

Section: N.E. 68th Ave.-N.E. 81st Ave.

Highway: FAU 9858 (N.E. Halsey) (Portland)

County: Multnomah

Prefix: 326-1906

Res. Engr: K. D. Limbocker

Date October 1, 1976

Ten Year Traffic Coefficient 7.3

18 kip s.a. per day 44.2

R value 10

Frost Penetration - - - -

CBE Total Requirement 23.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.W.S. (Class C)	4.0
4.0"	A.C.B. (Class B)	8.0
11.5"	A.B.	11.5
17.5"		23.5

RECEIVED
COUNTY & CITY SECTION
OCT 14 1976
☐ ENGR. ☐ CSSR. ☑ LE ☒ AE ☐ LE
☒ RPE ☑ CE ☒ RE ☑ RPE ☐

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Assoc. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

8539

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-9858(2)
STATE PROJECT NO.
NE 68th Ave-NE 81st Ave

FROM:
G. L. Green, Division Adm.
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-93

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
Rulien
FOR
Info | Lives | R/D | D/R | Sign | Ar | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-17-76	FAU 9858	City Street

GENERAL LOCATION:
City of Portland - NE Halsey St.

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Approval
(TEC $45,000 - FF $38,580)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 9-13-76 memorandum, I approve the subject project for inclusion in the Federal-aid program.

Also, as requested, you are authorized to proceed with all phases of right of way acquisition as outlined on R/W map 10C-49-19 at a total estimated cost of $45,000 - Federal funds $38,580. Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-76	[signature]	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—681-006

8539

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

326-1906
130

September 24, 1976

ME PR1 PR2 DE
O.P.N.D. - METRO
SEP 28 1976
FILE T/A

Max Klotz
Planning Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

Re: Federal Share on FAU Projects

Dear Max:

As you know, the City Council recently executed two agreements dealing with right-of-way and construction of the NE Halsey Street project. Those agreements provided for a City share of 11% based on the old Federal share of 78%. It was my understanding that the new Federal share of 86% would automatically apply so that the City share would then amount to 7%.

I now understand that it is necessary for the City to request that the new Federal percentage apply on this project. Therefore, please consider this letter such a request. Unless informed otherwise, I will expect that the advance deposits for the right-of-way and construction phases will be based on the 7% rate.

Sincerely,

Glen R Pierce

GLEN R. PIERCE, ASSOCIATE CIVIL ENGINEER
Bureau of Street and Structural Engineering

GRP:lr

cc: John M. Lang

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

1539

43

September 23, 1976

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and AGREEMENTS No. 5730

Gentlemen:

Attached for your records are two fully executed copies of an urban system project agreement covering the N. E. 68th-N. E. 81st Avenues Section of N. E. Halsey Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8539

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

September 13, 1976

FILE: 326-1906

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: NE 68th Ave.-NE 81st Ave. Section
NE Halsey St. - City of Portland

TO: J. H. VERSTEEG
Road Design Engineer

NOTED
H. S. COULTER

Attention Duane Christensen

This is to request that you proceed with the final design and preparation of specifications of subject project so it may be scheduled for contracting at an early date. January?

The City of Portland has now approved the construction agreement. The Transportation Commission has approved the project request. The project is listed in the annual program submitted to the FHWA and is listed in the CRAG Transportation Improvement Program.

Right-of-way is presently being programmed with FHWA, and it is anticipated that the negotiations should be complete by the end of November.

mb
cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. W. Rulien
J. B. Boyd
E. L. Hardt
L. C. Grothaus

RECEIVED
STATE HWY. DIV.
SEP 14 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8539

PRO E-2

September 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. M-9858(2)

We are submitting program data for one project, Item No. 93, Project No. M-9858(2), "N.E. 68th Ave. - N.E. 81st Ave. (Portland) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $45,000 with obligation of $38,580 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 10C-49-19.

Assurance regarding to availability of replacement housing is not required since no relocation is involved.

CL:re

cc: J. R. Oakes
E. L. Hardt (Region 1)
D. E. Swan
L. Lowe
G. Zahner

TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

FEDERAL-AID

September 13, 1976

| | | |

FEDERAL-AID PROGRAM DATA

ptember 13, 1976

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(68)		12,000	15,000 (70)	96 (71) (72)	10	Oregon	41 (2) (3)	W36 (4) (9)	93 (14) (18)

SUPV AGCY (68) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (28)	DESIG. 27
					M-	9858	(2)		

	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Multnomah	051	1 OR XX 2

	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
	U	9858	City St.	-

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E. d)	0.59	45,000	38,580	3,210	3,210 (City)	ROW-60' normal Access Control-none Parking restrictions-complete
	0.59	45,000	38,580	3,210	3,210 (City)	

(16) (23) (24) (33)

REMARKS

Additional Data: Item M-14, Project No. M-0064(1).
Project is on the 76 TIP

-OVER-

N.E. 68th Ave. - N.E. 81st Ave. (Portland) Section
Project No. M-9858(2)

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction necessary to widen the existing facility to a 46-foot curbed roadway for four travel lanes with 7-foot sidewalk/bikeway on each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 6, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and Dist. 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- Held on August 19, 1975.

(b) Location/Design --- Approval granted by FHWA on May 10, 1976.

Data for PR-37: No relocation assistance involved.

NOTE: This project is in Congressional District No. 3.

#8539

FAS 730

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon 97213

August 6, 1976

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Stage Construction
Halsey Street Structure

TO: MEMO TO THE FILE

I discussed the new stage construction plan for the Halsey Street structure with Bob Johnson, Traffic Engineer for Multnomah County.

The design of this structure has not changed significantly since 1974. During June of 1974 a plan was submitted and the county made comments requesting modification to allow for two westbound lanes at the 92nd Avenue intersection. This plan has been modified to accomplish this request.

Mr. Johnson stated that the modified plan was acceptable and that no written response to the plan would be needed.

I also discussed the plan with Don Bergstrom, City of Portland Traffic Engineer. His only concern was the possible shifting of the signal heads during stage changes. It is anticipated that this would be the responsibility of the contractor for the project.

mb
cc: A. D. Olson
Bob Johnson

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 09 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8539

151

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: July 19, 1976

TO: Oregon Transportation Commission

AGENDA
JUL. 27 1976

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the July 27 meeting will be five requests for approval of Urban System projects.

The City of LaGrande is requesting a $172,000 project to widen and improve Cove Avenue and Portland Street.

A $480,000 project to construct a four-lane section on Halsey Street is being requested by the City of Portland.

The City of Tualatin is requesting a $76,000 preliminary engineering project to prepare final plans for construction of a four-lane section on 65th Avenue and Nyberg Road.

Clackamas County submitted two project requests. One is a $42,000 paving project on King Road. The other is a $837,000 project to widen and improve a 5.3-mile section of River Road between Milwaukie and Gladstone.

Federal Urban System funds for these projects is estimated at $1,253,460 with the State providing approximately $176,770 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. E. Schwartz
E. L. Hardt
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

GEZ:sch ia

Form 81-734-3123

SUMMARY
PROPOSED URBAN SYSTEM PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	State's Share
LaGrande	N. Cherry St.-Wallowa Lake Hwy. Cove Ave., FAU 4680 & Portland St., FAU 4755	$ 172,000	$ 134,160	$ 18,920
Portland	68th Ave.-81st Ave. N. E. Halsey St., FAU 9858	480,000	374,400	52,800
Tualatin	S. W. 89th Ave.-S. W. Borland Rd. S. W. Nyberg Rd. and S. W. 65th Ave. FAU 9282 and 9274	76,000	59,280	8,360
Clackamas Co.	Bell Ave.-82nd Ave. King Rd., FAU 9714	42,000	32,760	4,620
Clackamas Co.	2nd St. (Milwaukie)-Arlington St. (Gladstone) River Rd., 9671	837,000	652,860	92,070
TOTALS		$1,607,000	$1,253,460	$176,770

76-g
7/14/76

CITY OF PORTLAND
Proposed Urban System Project

68th Ave.-81st Ave. Section
N. E. Halsey St., FAU 9858
Grade, Pave and Signals
0.6 mile
$480,000

This project entails all the necessary work and costs to widen and improve Halsey Street to a four lane section.

Perform all necessary engineering.

Acquire necessary right-of-way.

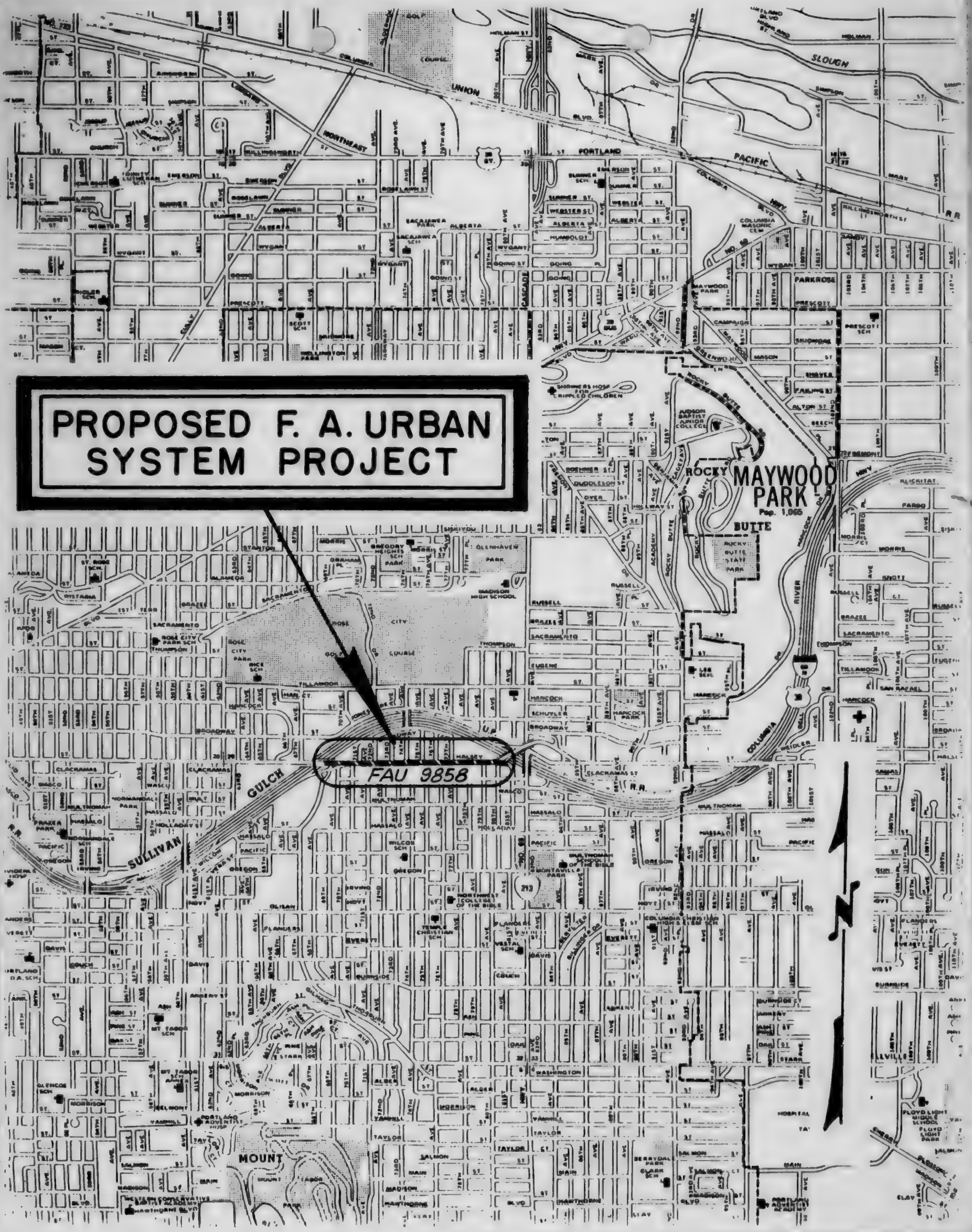
Provide necessary traffic signals.

Provide necessary signing and striping.

Construct sidewalk/bikeways.

76-g
7/14/76

PROPOSED F. A. URBAN SYSTEM PROJECT



8599

9

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201
(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
Vancouver
Camas

Columbia City
Scappoose
St Helens
The Port of Portland
Tri-Met
The State of Oregon

July 8, 1976

by Boyd 7-13

cy: Klaboe 7-13 for

Mr. Bob Burco
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Burco:

I have forwarded to you CRAG resolution BD 760602 which revises the FY 1976 Annual Element of the adopted Transportation Improvement Program. Included in the resolution was a list of projects which are being revised to accommodate the transition quarter.

Your attention is directed to a City of Portland project, FAU 0064, NE Halsey, wherein the nature of work was described as "Preliminary Engineering" and the termini as "70th to 80th Avenues". Due to an oversight in transcription, and not being the intention of the City of Portland, the project termini should be corrected to "68th to 81st Avenues" and the work description should be identified as "Right-of-Way and Construction". The original funds in the amount of $374,000 remain unchanged.

I trust that the City of Portland will not be delayed in approval of their project request.

Sincerely,

Larry Rice

Larry Rice
Executive Director

LR:ls
3:6

cc: Glen Pierce (City of Portland)

RECEIVED
DOT OPERATIONS
JUL 14 '76
REFER TO-
FOR
JUL 1976
OFFICE
DIRECTOR of TRANSPORTATION

7-15 by Ruhm

8539

FAUS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

July 1, 1976

FILE: 326-1906

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: L. W. RULIEN
Project Management Engineer

J. B. BOYD
Right-of-Way Engineer

SUBJECT: 70th Ave. - 80th Ave. Section
N.E. Halsey Street
City of Portland

Attached is a letter from John Lang of the City of Portland requesting that we proceed with the construction of subject section.

The first step appears to be the preparation of the construction and right-of-way agreements. A project meeting was held last April 1 at which the terms of the construction agreement were discussed. A copy of the meeting memo is attached.

If everything is in order, please have the agreements prepared for transmittal to the city.

mb
attachments
cc: F. B. Klaboe
H. S. Coulter
J. H. Versteeg
E. L. Hardt
L. C. Grothaus

Approved
Please prepare agreement
H

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUL 02 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Note and Return

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

June 28, 1976

326-1904
120
PR1 PR2 DE
O.S.H.D.-METRO
1976
FILE T/A

R. N. Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland OR 97213

Re: NE 70th Avenue - NE 80th Avenue Section
NE Halsey Street (FAU 0064)

Dear Bob:

By this letter, the City of Portland is requesting initiation of right-of-way acquisition and construction for NE Halsey Street from approximately NE 68th Avenue to NE 81st Avenue. The project consists of constructing a 46-foot curbed street providing four traffic lanes with parking prohibited on both sides. Included in the project is the construction of a sidewalk/bikeway on each side and a traffic signal at the intersection of NE 74th Avenue.

It is proposed that the State undertake right-of-way acquisition and construction for this project. Responsibilities of the State would be as follows:

1. Prepare right-of-way and construction agreements for the project. If possible, combine into one agreement.

2. Acquire right-of-way.

3. Provide assistance to City for adjustment of private utilities.

4. Award construction contract and perform construction engineering for roadway and signal work.

City responsibilities would include:

1. Execution of contract and payment of advance deposit for right-of-way acquisition and construction.

2. Adjustment of City utilities as a participating item, and adjustment of private utilities.

This project has been included in the FY 75-76 annual element of the CRAG Transporation Improvement Program (TIP) by action of the CRAG Board on June 24, 1976. City 11% matching funds are available in the City's FY 76-77 budget.

Your consideration of this project request is appreciated.

Sincerely,

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

GRP:kmc

8539

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

LOU. 118-238 8215

DATE May 27, 1976

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT N.E. 70th-N.E. 81st Avenue
N.E. Halsey Street Section
Multnomah County

NCT Cont. —

The city has asked us to program the acquisition of the necessary right-of-way for this project with the Federal Highway Administration. We are presently in the process of preparing an agreement for the Right Of Way Section to act as the acquisition agent for the city.

We have received 40 files for this project; none of which involve relocation. Our total estimated cost is $45,000.

JRO:ha
cc Frank Lowe
Bob Poggione

6/2/76 Informed Oakes Gathers Glen Fiene pel

PROJECT MANAGEMENT
MAY 27 76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

8539 5-21-76 8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-0064(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-14

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 24 '76
REFER TO Review
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5/10/76	FAU Route 0064	City Street

GENERAL LOCATION:

"NE 70th Avenue-NE 80th Avenue (Portland) Section"
NE Halsey Street

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $4,000, Federal funds $3,120.

☒ OTHER (Specify)
Location/design approval.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum of 8/20/74 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/28/76 letter I hereby grant location/design for the subject project and you are now authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/21/76	E F Valach	for Division Administrator

FORM PR-1240 (Rev. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-999

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

326-1906
330

May 4, 1976

Oregon State Highway Division
Ken Limbocker - Metropolitan Design Engineer
5821 NE Glisan Street
Portland, OR 97213

Dear Ken:

Enclosed is a drawing of a design change which should be incorporated in the NE Halsey project. This driveway at NE 81st Avenue and Halsey Street was omitted from our plans.

We would appreciate your forwarding this information to Bill Cole, design supervisor for this project. If you have any questions please contact Glen Pierce, 248-4643.

Very truly yours,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

GRP/STR:kmc

Encl.

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 5 1976
OE FILE T/A

HC LINE (HALSEY ST)

3/3/76

PROPOSED CURB LINE

EXIST. ELEV. ± 242.66

EXIST. ELEV. ± 242.66

RIM LINE

EXISTING A.C. PARKING LOT

EXIST. CURB

8'

19'

8'

7'

CONST. A.C. CONNECTION

192' (MEASURED)

292' (ASSUMED)

EXIST. INLET

NC-60128

O RR

NC-60109

8539

PRO 6-2

April 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Project No. M-0064(-)
N.E. 70th Ave.-N.E. 80th Ave. (Portland) Section
N.E. Halsey Street
Multnomah County

We request your approval of the location/design described in the enclosed study report for the subject project.

FHWA concurred on December 31, 1974 that this is a non-major action project.

The project is exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Enclosed is a copy of the transcript of the Corridor/Design Public Hearing" held August 19, 1975. Accompanying the transcript is copies of the "Analysis of Testimony", "Hearing Notice Publications" and "Affidavits of Publications".

The Highway Division and local officials, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth in the enclosed study report is suitable for the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media. A copy of the request to the news media for publication was forwarded previously.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering programmed under Project No. M-0064(1) at an estimated total cost of $4,000 with obligation of $3,120 in Federal funds.

JLG:re

cc: F. B. Kisboe
E. S. Hunter
R. N. Bothman (Metro)
F. E. Terpin
Gary Potter
B. L. Gifford
J. H. Versteeg
W. J. Hart
George Hopkins, County-City
D. E. Swan
W. Wakerlig

8539

April 13, 1976.

Bureau of Traffic Engineering

City Engineer Services

Mallory/Pierce

Curve Northeast 81st Avenue and Halsey Street
Halsey Improvement Plan

This Bureau recommends that the roadway width at the subject location taper upward to forty feet at the center of the curve of the northeasterly curb, from the thirty-six foot widths at either end of the over-all curvature, for more adequate clearance with long truck combinations. This adjustment would be done by shortening the northeasterly curb radius with appropriate tangent adjustments rather than by revising the southwesterly curb which would result in substandard sidewalk width.

Thank you for your consideration.

M. J. Martini
Senior Traffic Engineer

DRM:gs

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

April 7, 1976

From Terry Bray TB

To

Addressed to Glen Pierce

Subject NE Halsey Street - FAU (5026) - Preliminary OSHD Plans

I have reviewed the plans and have observed the following discrepancies:

Sheet 2 - Upper Right Corner: Change "HC" 99+55 ...

To "HC" 29+55 ...

Sheet 2 - Upper Right Corner: Change "Mc"

To "M"

Sheet 2B, Lower Left Corner: Add note under TYPE "2",

"Hc" 42+54 (Left)

Sheet 2D, Upper Left Corner: Change Ave. With - 30'

To Ave. Width - 30'

Sheet 5, Approx. "Hc" 42+54 Left, Specify TYPE "2" curb ramp

Sheet 8, at curve right, into NE 81st:

City Traffic Bureau suggested including curve widening to allow 40' roadway width at M.P.C. This would place the P.C. at "Hn" 0+60.11, and require a radius of 123.34'; it also changes the P.T. to "Hn" 2+53.85. Grades must be adjusted accordingly.

Throughout the plans, the plan view of commercial driveways shows triangular wings, similar to those used in the residential type. Commercial driveways should show rectangular wings.

TLB:kp

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

April 2, 1976

GRP

From Bureau of Sanitary Engineering

To Bureau of Streets and Structures

Addressed to John Lang

Subject Proposed Improvement of NE Halsey Street from NE 68th Avenue to NE 81st Avenue
FAU 0064

We have reviewed the proposed construction plans for the improvement of NE Halsey Street from a drainage standpoint. We hereby request that the manholes at NE Halsey Street and NE 73rd, NE 74th, NE 75th, and NE 76th Avenues be relocated as shown on the attached plans. These changes will facilitate the extension of a storm sewer in the side streets should the need ever occur.

J. P. Niehsuer

J. P. NIEHSUER
Chief Civil Engineer

CBJ:al

Plans Retained in Design Room
W.E.C

RECEIVED
APR 6 1976
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

8539

Form E-39 (Rev. 3-71)

F.AU 9

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section N.E. 70th Ave.-N.E. 80th Ave. Date April 12,1976, 19....

Highway N.E. Halsey St. (FAUS 5020) Authorization No. 4

County Multnomah Survey Prefix 326-1906
(Assigned by Salem office)

Description of termini, route, length, etc.: The project runs along N.E. Halsey from NE 70th to NE 80th.
Length: 0.5 mile.

TYPICAL SECTION
46-foot curb to curb with sidewalk/ bikeway

Prepare plans, Specifications and Estimates for widening NE. Halsey Street.City will prepare necessary prelim. environmental impact statement and do preliminary engineering and determination of R/W limits

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☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey:

Estimate of cost:

Field	901	18,000
Citizen Participation	902	300
Design	905	13,500
Prelim. Design	907	10,500
R/W	909	1,700
Soils	910	100
Traffic	911	300
Utility	914	50
Project Mgt	920	200
Specifications	921	1,000
Environmental	923	100
Planning	924	50
Hearings	980	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 46,000
Previous authorization	29,000
Additional authorization requested	17,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

8539

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

April 7, 1976

FILE: 326-1906
(330)

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: Design study report
N.E. 70th - N.E. 80th section
Halsey Street - FAU 0064
City of Portland

Attached is the Design Study Report, hearing analysis, and transcript of the corridor design hearing held for the subject project on August 19, 1975.

Dick Unrein brought to our attention the fact that this had not been submitted to your office yet.

Please let me know if anything else is needed.

ebg

attachment

cc: Glen Pierce, City of Portland

4/13/76 Location "Point of Publication" Request from this date.

Unrein
Dimension Pln
N did it.

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COUNTY & CITY SECTION
APR 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
APR - 8 76
REFER TO:
FOR
Info | Investigate | R/W | Action | File | Letter

4/13/76
: Buz Swan:

PLEASE PROCESS Location/Design
Approval.

Dick Unrein

DESIGN STUDY REPORT

NE 70TH AVENUE - NE 80TH AVENUE SECTION, HALSEY STREET

FAU 0064

The City of Portland held a corridor-design public hearing for this project on August 19, 1975. A transcript of the hearing is attached. Also attached is the "Analysis of Testimony" containing the basic concept of the project as presented at the hearing and an analysis of verbal and written comments.

In support of the public hearing testimony and "Analysis of Testimony", the City of Portland recommends: That NE Halsey Street, between NE 68th Avenue and NE 81st Avenue, be widened to a 4 lane, 46 foot wide curbed roadway with all necessary drainage; that 7 foot wide sidewalks with curb ramps at corners for bicycles and the handicapped be constructed along both sides of the roadway; that a traffic signal with a pedestrian activated cycle be installed at the intersection of NE Halsey Street and the south leg of NE 74th Avenue; that island nosing lights be installed on a traffic island near NE 80th Avenue and NE Halsey Street; that a bus pullout be constructed in a traffic island between NE 68th Avenue and NE 69th Avenue; that parking be prohibited on both sides of the roadway for the entire length of the project; that traffic striping and signing be installed as part of the project.

Design approval is requested for this project.

NE HALSEY STREET

NE 70TH AVENUE TO NE 80TH AVENUE

ANALYSIS OF TESTIMONY FROM AUGUST 19, 1975

COORIDOR-DESIGN PUBLIC HEARING

The City of Portland held a corridor-design public hearing for the NE Halsey Street (70th Avenue - 80th Avenue) project on Tuesday, August 19, 1975. The hearing was held in the Glenhaven School Auditorium, and began shortly after 7:00 P.M. The City was represented by William S. Lind, Assistant to the Commissioner of Public Works, and by Glen R. Pierce of the City Engineer's Office. Max J. Klotz, Metropolitan Planning Engineer, represented the Oregon State Highway Division.

The project proposal consisted of three alternatives: (1) No Build; (2) Widening Halsey Street to four lanes with parking prohibited; and (3) widening Halsey Street to four lanes with parking permitted on the north side except during peak hour traffic periods. The two widening alternatives were proposed to consist of a 46 foot wide roadway with curbs, 7-foot sidewalks on both sides, and storm drainage. Also included in the proposal were curb ramps at corners for bicycles and the handicapped; improved street lighting; and a traffic signal at the intersection of NE 74th and Halsey Street.

Attendance at the hearing was light and consisted primarily of residents of Halsey Street. Those testifying at the hearing were generally in favor of the improvement. One person was concerned that he would be assessed for the improvement. It was explained that the City share of this project would be paid out of the City's General Fund, and that property owners would not be assessed for any project costs. Another person inquired

how far the improvement might carry down side streets. It was explained that the improvement would only go far enough to meet the existing grade of the side streets.

In response to another question, it was stated that no consideration had been given to the establishment of an east-west couplet utilizing Halsey and Jonesmore Streets. This possibility was looked at in more detail following the public hearing. It was found that major difficulties associated with connecting either end of Jonesmore Street back into Halsey Street make this an impractical alternative at this time.

Another question concerned the proposed prohibition of parking on the south side of Halsey Street. In response, the following reasons for proposing no parking were mentioned: (1) Traffic volumes on Halsey are heaviest in the easterly direction; (2) Significant areas of prohibited parking are required on the south side in order to allow adequate merging distances for vehicles entering Halsey from the 68th Avenue Banfield off-ramp, and also for vehicles merging into the outside travel lane for a right turn onto 81st Avenue. In addition, observations made by the Bureau of Traffic Engineering have indicated that current parking demand on the south side of Halsey is light.

Another person advocated that the traffic signal proposed for 74th and Halsey include a pushbutton cycle which would stop all vehicles and insure pedestrian safety. This feature will be considered during the development of the signal plans. Another question concerned the legality of riding bicycles on sidewalks, and asked if it would be possible to further widen the pavement to allow for bike lanes next to the curb. According to the Portland Police Bureau, Traffic Division, bicycles may legally be ridden on sidewalks. However,

bicyclists must yield the right-of-way to pedestrians. Further widening of the pavement to provide bike lanes was not felt to be practical on this project due to the limited street right-of-way available and the need to provide adequate pedestrian facilities.

8539

DATE: April 6, 1976

FROM: Richard Unrein
Urban Engineer

TO: MEMO TO THE FILES

RE: Right-of-Way and Construction Activities
N. E. 70th - N. E. 80th Section
N. E. Halsey St., FAU 0064

Everyone seems to be in a rush to get the cart before the horse on the subject project. The only project that the City of Portland has requested on Halsey Street is a preliminary engineering project.

Glen Pierce said the city may have to wait until they approve their budget in June before they submit an FAUS project request for right-of-way acquisition and construction. CRAG must also approve the use of FAUS funds for the right-of-way and construction on this section. These hurdles must be cleared before the right-of-way and construction project is submitted to the Transportation Commission.

After the execution of an agreement, a right-of-way program for 40 parcels must be submitted to FHWA for approval. If it takes four months to clear the right-of-way, construction should be scheduled for next spring.

RU:sch

cc: E. S. Hunter
R. N. Bothman
E. L. Hardt
L. W. Rulien
J. H. Versteeg
J. B. Boyd

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

8539

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1976

FILE:

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: NE 68th Ave.-NE 81st (Portland)
FAU 0064 (NE Halsey Street)
Multnomah County

TO: MEMORANDUM TO THE FILES

Preliminary plans for the subject section are complete except for the portions relating to signals and temporary protection and direction of traffic. These portions will be completed within the next two weeks at which time preliminary plans will be distributed for review and comments.

John Oakes was contacted as to the status of right of way. The 40 parcels involved on this project have been sent to the field; however, no action can be taken on them until an agreement is reached with the City as to how to proceed. It is estimated that it will take one to two months to obtain this agreement and program the right of way with the FHWA so that right of way negotiations can take place. After this it will take four months to clear the right of way.

A check with Mr. Rulien indicates that money is available to construct the project. The preliminary estimate including engineering and contingencies is approximately $480,000.

DOC:jh
cc: E. S. Hunter
R. N. Bothman
L. W. Rulien
E. L. Hardt
John Oakes
W. E. Cole
C. G. Swenson

1 Versteeg ✓
2 Olson
Christensen
3 Scott
Swenson
4 Savage TLS
5 Trout

RECEIVED
APR 5 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8539

James Pierland

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Portland, OR 97213
April 2, 1976

FILE: 626-1906
(130)

FROM: LEON SAGE
Information Officer

SUBJECT: N.E. Halsey St. (70-80 aves.)
construction agreement

TO: MEMO TO THE FILES

A meeting was held April 1 in the large Metro conference room to discuss preparation of the construction agreement for the subject project. In attendance were:

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Glen Pierce	City - Public Works
Dick Vrouman	City - Bureau of Water Works
Carl Jensen	City - Sanitary Engineering
Dave Magin	City - Traffic Engineering
Frank Pfersch	City - Utilities
Dick Unrein	OSHD - County-City
Mainor Holmes	OSHD - County-City
Max Klotz	OSHD - Metro Planning Engineer
Ken Limbocker	OSHD - Metro Design Engineer
Dave Willhite	OSHD - Metro Utilities Engineer
Leon Sage	OSHD - Project Information Officer

The construction agreement will be prepared by the County-City Unit, using the criteria agreed upon at this meeting. Before this agreement is submitted to the Oregon Transportation Commission for approval, the city will accomplish the following:

1. Prepare a design study report and submit it to the Highway Division;
2. Sumbit an official request, to include documentation of CRAG approval to assure the OTC of local approval; and,
3. Review project plans and coordinate requests for changes with Ken Limbocker.

The following responsibilities were agreed upon for inclusion in the subject construction agreement:

1. The state will award the construction contract and will do the construction ~~agreement~~ ENGINEERING; if Eligible
2. The city will adjust their own utilities as a participating item, and handle adjustment of private utilities, but will write a letter to the state requesting liaison; e.g., writing utility conflict letters;
3. The state will let contract for traffic signal installation--the city is to determine who will do the construction engineering for signals--it will probably be the state;
4. The state will acquire the right-of-way--this will be covered by a separate, supplemental agreement; and,
5. A space will be added for the Bureau of Water Works manager to sign the agreement.

ebg

attachment

cc: All attendees
F. B. Klaboe
L. W. Rulien
J. H. Versteeg
J. B. Boyd
L. C. Grothaus

8539

FAUS Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 30, 1976

FILE:

FROM: Adele L. Egan
R/W Office Manager

TO: L. C. Grothaus
R/W Supervisor

SUBJECT: Files 48874 thru 48913
NE 68th Ave.-NE 81st Ave. Section
NE Halsey Street
Multnomah County

Attached you will find forty original Temporary Slope Easements in the name of the City of Portland to be acquired in connection with the NE 68th Avenue-NE 81st Avenue Section of NE Halsey Street in Multnomah County.

Access is not controlled.

Do not appraise or negotiate until notified by John Oakes.

Please send cost estimates for programming purposes to John Oakes if it is needed for FHWA participation.

If there will be construction obligations requiring an option, please let us know and we will create one for the situation.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of March 19, 1976.

We are forwarding under separate cover three prints of map 10C-49-19 covering this area and bearing our date of March 22, 1976.

You will find the file number, name and area for each of the above mentioned files on the attached sheet.

AE/bma
Enc. (42)

cc: R. N. Bothman
Milner Mead
Frank Lowe
Title
Fred Jeter
Armand Riveness
County/City
Jim Dixon

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MAR 31-1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

File No.	Name	Area
48874	Edick, Kenneth G.	735 sq. ft.
48875	Allieanna Co.	300 sq. ft.
48876	Newton, Charles R. & Doris L.	300 sq. ft.
48877	Atlantic Richfield Co.	309 sq. ft.
48878	Rae, George C. & Margaret K.	327 sq. ft.
48879	Tower Properties, Inc.	300 sq. ft. P-1 639 sq. ft. P-2
48880	Lindquist, Stuart H.	572 sq. ft.
48881	Berg, Florence M., Ila M. & Helen L.	343 sq. ft.
48882	Miller, Lois O.	500 sq. ft.
48883	Cameron, Evelyn	500 sq. ft.
48884	Ivie, Jerry L. & Martha L.	400 sq. ft.
48885	Jespersen, Carl A. & Gladys T.	300 sq. ft.
48886	Hanson, C. Wilbert & Alice	300 sq. ft.
48887	Runcie, John E. & Sheila Y.	300 sq. ft.
48888	McCracken, Allan Craig & Nancy Jean	500 sq. ft.
48889	Wolfe, George F. & Mary Jane	500 sq. ft.
48890	Law, Clarence F. & Lillian Irene	300 sq. ft.
48891	Schmidt, Waldemar J. & Gerda C.	300 sq. ft. P-1 151 sq. ft. P-2
48892	Albina Pipe Bending Co., Inc.	250 sq. ft.
48893	Judd, Ruby	150 sq. ft.
48894	Glymph, George M.	150 sq. ft.
48895	M. J. K. Incorporated	208 sq. ft.
48896	Halsey Street Corporation	815 sq. ft.
48897	Meyer, Paul W.	500 sq. ft.
48898	Gulan, Michael M. & Olga	500 sq. ft.
48899	Viers, Kenneth	114 sq. ft.
48900	Smith, Dorothy M.	150 sq. ft.
48901	Schnell, Carl A. & Karen S.	150 sq. ft.
48902	Moore, W. B. & Lois A.	282 sq. ft.
48903	Prescott Corporation	300 sq. ft.
48904	Dayton, Chapin W. & Ione C.	300 sq. ft.
48905	Precechtil, Byron & Esther	300 sq. ft.
48906	Sutherland, Thomas J. & Katherine E.	277 sq. ft.
48907	Holdstock, Miles H. & Arlien M.	277 sq. ft.
48908	Burns, Alfred S.	300 sq. ft.
48909	Otto, Berdena E.	149 sq. ft.
48910	Schweitzer, Herman L.	200 sq. ft.
48911	Sherwood & Roberts, Inc.	200 sq. ft.
48912	Thompson, John Walter	20 sq. ft.
48913	Danna, Joseph T. & Salvatore Gerald	447 sq. ft.

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COUNTY & CITY SECTION
[illegible] 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

8539

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

March 18, 1976

From Bureau of Traffic Engineering

To Bureau of Streets & Structures

Addressed to Terry Bray

Subject 68th Avenue - N. E. 81st Avenue on N. E. Halsey Street

Following is a detailed estimate for the island light installation near N. E. 80th Avenue and N. E. Halsey Street:

	Unit	Qty.	Mat'l	Mat'l Total	Labor Total
Island Lights	ea.	3	$155.00	465.00	213.00
Sidewalk Pull Box	ea.	1	60.00	60.00	60.00
1" Rigid Conduit	lin. ft.	125	.70	87.50	325.00
#14 T. W. Wire	lin. ft.	210	.02	4.20	40.00
#10 T. W. Wire	lin. ft.	40	.05	2.00	10.00
Meter Base	ea.	1	10.00	10.00	25.00
Photo-Electric Cell	ea.	1	8.00	8.00	30.00
NEMA III enclosure wired with flasher and C.B.	ea.	1	180.00	180.00	35.00
				$816.70	738.00

James K. Wilson

J. K. Wilson
Sr. Traffic Engineer

EG:jjp

8539 D ○ Multnomah

THE CITY OF PORTLAND OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE. PORTLAND, OR. 97204

March 17, 1976

Ken Limbocker, Metro Design Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Re: NE Halsey Street, 68th to 81st

Dear Ken:

Enclosed please find the following items pertaining to island nosing lights for NE 80th and NE Halsey:

1. Signalization Plan Drawing;
2. Applicable Specifications;
3. Detail Drawings D-501, D-503, D-804; and,
4. Estimate.

Yet to follow are signalization plans for a traffic light at NE 74 and NE Halsey. Traffic Engineering has indicated that these will be ready about March 30.

Please forward this information to Bill Cole in Salem. Call me if you have any questions.

Sincerely,

Glen R. Pierce

GLEN R. PIERCE, ASSOCIATE CIVIL ENGINEER
Bureau of Street & Structural Engineering

GRP:lmc

Encl.

REFERRED TO
Beard — Reed
Cole WEC — Semple
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Traffic may need copy to Bridge 3-19-76

Versteeg ✓
Olson
Christensen Doc
Scott
Swenson
Anderson
Trout
Cole

RECEIVED
MAR 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

N.E. HALSEY

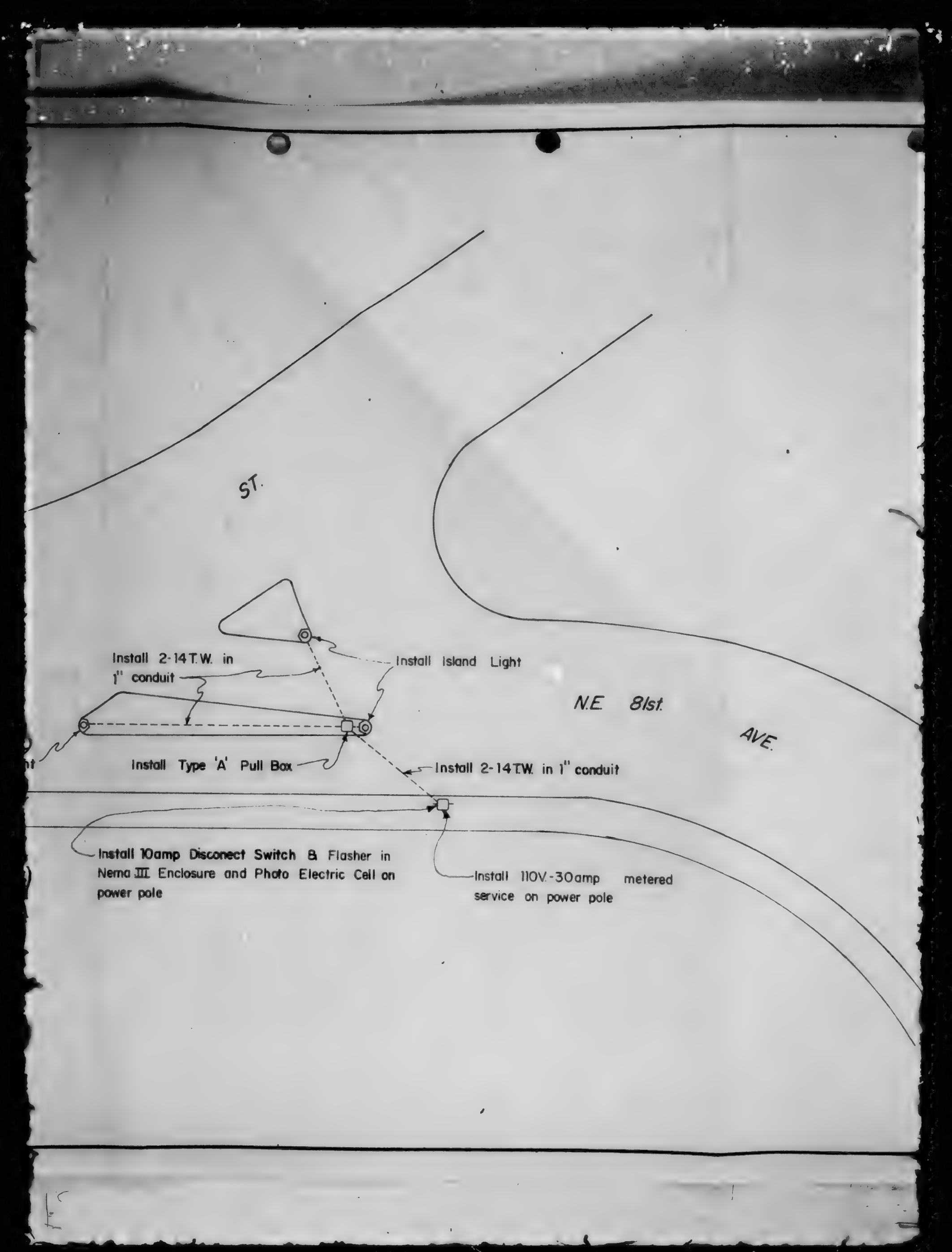
Install 2-14 T.W
1" conduit

Install Island Light

Install Type

Install 10amp D
Nema III Enclosu
power pole

N.E. 80th. AVE.


ST.
Install 2-14 T.W. in
1" conduit
Install Island Light
N.E. 81st.
AVE.
Install Type 'A' Pull Box
Install 2-14 T.W. in 1" conduit
Install 10amp Disconect Switch & Flasher in
Nema III Enclosure and Photo Electric Cell on
power pole
Install 110V.-30amp metered
service on power pole

received 3-17-76 MBoay

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

L. E. ANDERSON ..... COMMISSIONER
D. E. BERGSTROM ..... TRAFFIC ENGINEER

SIGNALIZATION PLAN

N.E. HALSEY ST.

AT

N.E. 80th AVE.

MARCH, 1976

SCALE: 1" = 20'-0"

Revisions

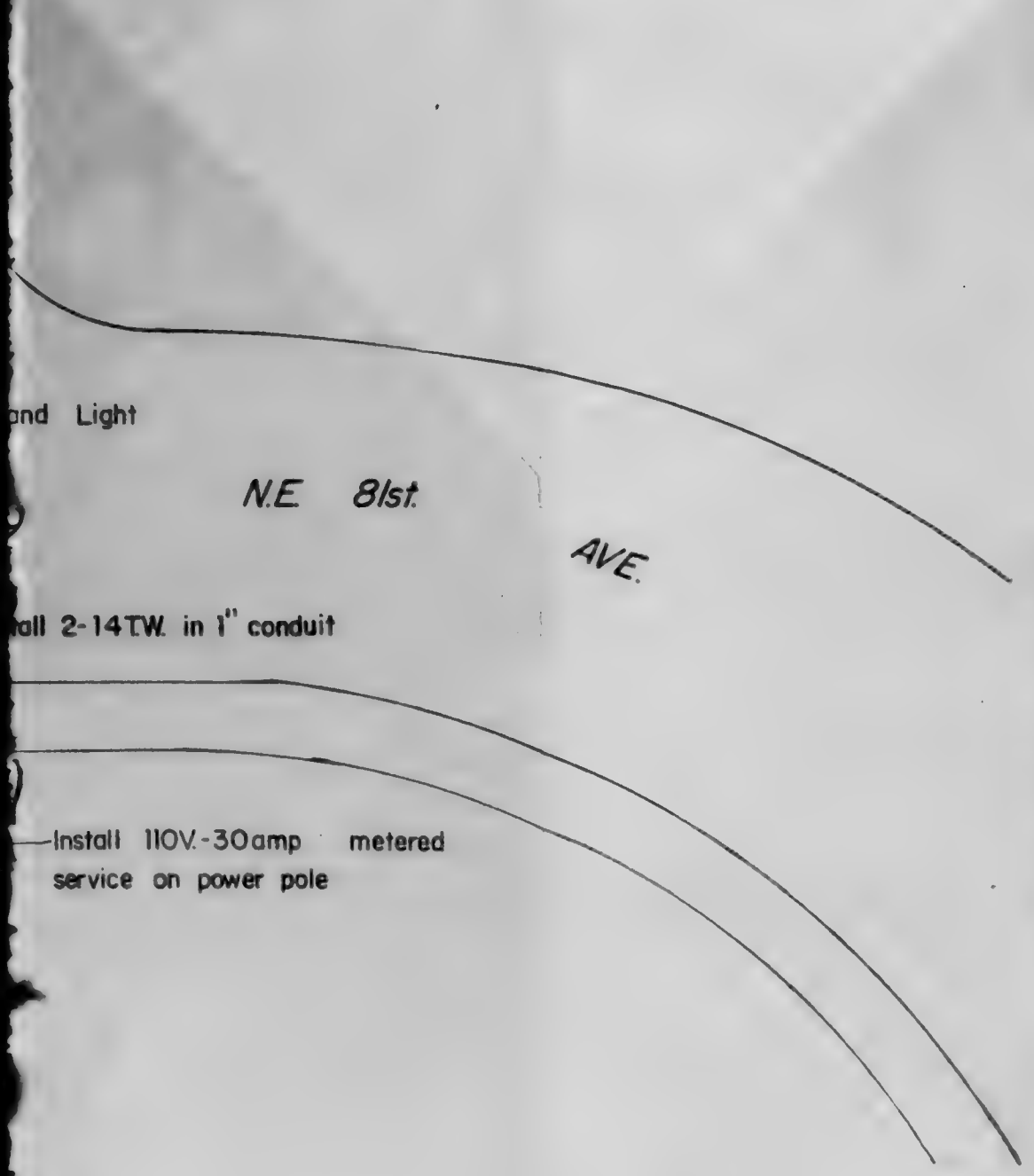
Date	Description

APPROVED D. E. Bergstrom
City Traffic Engineer

DATE 3-16-76

PL-2-902

Form PL-2



CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

L. E. ANDERSON ..... COMMISSIONER
D. E. BERGSTROM ..... TRAFFIC ENGINEER

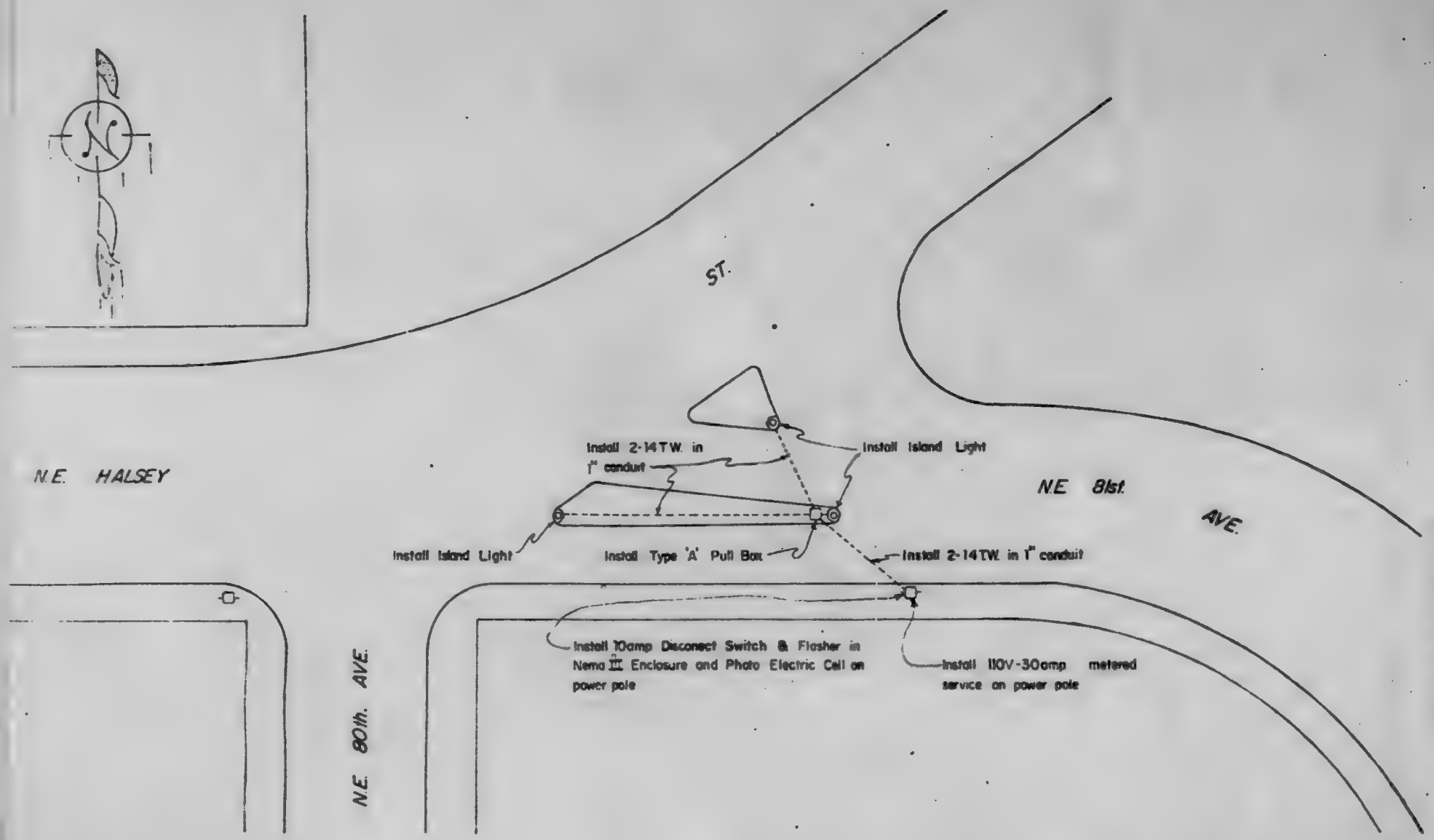
SIGNALIZATION PLAN
N.E. HALSEY ST. AT N.E. 80th AVE.

MARCH, 1976

SCALE: 1" = 30'-0"

Revisions

Date	Description


N
ST.
N.E. HALSEY
N.E 81st
AVE.
Install 2-14 T.W. in 1" conduit
Install Island Light
Install Island Light
Install Type 'A' Pull Box
Install 2-14 T.W. in 1" conduit
N.E. 80th. AVE.
Install 10amp Disconect Switch & Flasher in Nema III Enclosure and Photo Electric Cell on power pole
Install 110V-30amp metered service on power pole

APPROVED [signature]
City Traffic Engineer

DATE 3-16-76

PL-2-[illegible]

Island Nose Light

The island nose light shall be 14 inches wide, 11 inches long and 7½ inches high. The base shall be fabricated of cast aluminum and shall mount a double fixture socket for mounting two incandescent lamps. The lens covering shall be formed from high impact Lexan and shall be colored to provide a yellow illumination. Two 30 watt sign lamps shall be installed. The unit shall be Safety Signal Systems "Nose Light" or equivalent.

~~Poles are to be installed on the proper reinforced concrete foundations, drawing D-203 for arms up to twenty feet (20'), or drawing D-204 for arms over twenty feet (20') or multiple arm.~~

6. CONDUIT

6 a. General. All conduit shall be rigid steel conduit protected against corrosion by galvanizing. Each length shall be plainly marked with Underwriters Laboratories approval. The ends of all conduits shall be well reamed to remove burrs and rough edges. Field cuts shall be made square and true so that the ends will come together for the full diameter thereof.

All conduit ends shall be threaded and capped with standard conduit caps until wiring is started. When caps are removed the threaded ends shall be provided with approved conduit bushings.

All bends in the conduit shall be made by the use of standard factory bends and couplings or by bending the conduit. When factory bends are not used, conduit shall be bent without kinking or flattening, using the longest radius possible.

Before pulling wires and cables into underground conduits the contractor shall ascertain that the conduit runs are free from dirt and moisture.

6 b. Fittings. Standard manufactured elbows, bends, tees, couplings or other unions shall be used throughout the conduit lines. All joints shall be painted with white or red lead or an approved compound and shall be tightened to insure waterproof joints.

6 c. Size and Location. All underground conduit runs and conduit runs on wood or steel poles shall be installed as required even though they may not be shown on the plans. All underground conduits shall be placed approximately thirty-six inches (36") below the surrounding surface unless otherwise noted.

6 d. Conduit on Poles. Conduits mounted on city wood poles shall be installed using two hole pipe straps spaced a maximum of 5 feet apart.

Conduit mounted on utility-owned poles shall be mounted according to the utility regualtions. This may call for the use of stand-off brackets.

Conduits except for overhead service requirements will not be mounted on the exterior of metal poles unless approved for use by the special provisions or by the engineer. Where used, it shall be mounted on the pole by the use of stainless steel banding straps, spaced a maximum of 5 feet apart. After the steel bands have been drawn tight, the ends shall be cut and folded under to eliminate protruding edges.

7. CABLING & WIRING

7 a. General. Wiring shall conform to the appropriate articles of the National Electrical Code. Wiring within cabinets and junction boxes shall be neatly arranged. Powdered soap stone, talc or other approved lubricants shall be used when inserting conductors in conduit.

Wire splicing will not be permitted in conduit or outside of junction boxes, splice boxes and steel poles.

The splicing of signal light conductors will not be permitted outside of junction boxes and/or signal heads.

As shown on the plans, sufficient signal light conductors are provided to perform the functional operation of the signal system. In those cases where one or more spare conductors exist within the control cable they shall not be used as extra neutral conductors.

All cables and wires shall be connected in accordance with the insulation color code shown on the intersection wiring diagram or supplemental color code sheet.

~~All wiring inside of the controller cabinets will be done by the City's signal electricians.~~

~~7 b. Control Cable. All multi-conductor cable shall conform to IMSA Specification #19-1, 1962. Individual conductors shall be copper #14 AWG stranded.~~

~~Cables shall contain the number of conductors as indicated on the wiring diagrams. Standard color coding for unpaired conductors shall be in accordance with Table 2 of IMSA Specification #19-1, 1962.~~

~~7 c. Figure 8 Interconnect Cable. Self-supporting interconnect cable shall be 10 conductor #16 copper wire, polyethylene insulated and polyvinyl chloride sheathed with 1/4" integral supporting messenger, made up of 7, Class A galvanized extra-high strength steel strand conforming to requirements of A.S.T.M. Designations A-122 as per IMSA Specifications 10.1-a of #19-3, 1962.~~

7-d. Telephone Interconnect Cable. Telephone interconnect cable shall conform to all applicable sections of IMSA Specification #20-2, 1962. Individual conductors shall be solid copper #22 AWG and shall have an insulation thickness of 0.25" and shall meet the other insulation requirements of Section 4 of IMSA Specification #20-2, 1962.

7 e. Loop Detector and Lead-In. Wires for the roadway portion of the loop detector configuration shall be USE #14 or #12 AWG and shall be installed in a saw cut in the pavement as shown on detail drawing D-802. The depth of the saw cut shall be a minimum of 2 inches unless otherwise approved by the engineer. A 1/4 inch nylon rope is to be tamped into the saw slot prior to sealing the slot with tar or with an approved epoxy filler. Lead in shall be 2/C #14 cable equivalent to Belden 8720.

7 f. Single Conductor Wires. Unless otherwise specified in the special provisions, all single conductor wires called for on plans and wiring diagrams for installation on overhead spans or underground conduit shall be labeled and approved by Underwriter's Laboratories, Inc., as typed T/W wire for wet locations.

8. MESSENGER CABLE

All messenger cable which supports traffic signal heads shall be 5/16 " Common Grade or Siemens Martin Grade galvanized guy strand, 7 wires twisted into one strand with a breaking strength of at least 3200 lbs.

A 5/8 inch eyebolt is to be installed in wood or steel poles and the messenger cable connected to it by means of a 5/16 inch eye-type strand vise Reliable #5101 or equivalent, as shown on detail drawing D-401.

All contacts to any one pole will connect to the same eyebolt unless otherwise stated in the special provision.

9. PEDESTRIAN SIGNALS

9 a. Pedestrian Signal Mounting. Bracket arms for pole and post mounted signals shall be made up of 1-1/2" standard pipe and crosses as shown on detail drawings D-302 thru D-304. Elbows and tees shall not be used. Crosses shall be Eagle Signal U-847 or approved equal. Open ends of crosses shall be capped with a pinnacle assembly similar in design to Eagle Signal UK-983.

tacts shall be normally open and shall be closed only when the push-buttons are operated by pressure, restoring immediately to the normal open position when the pressure is released.

5 (a-2). Housing. The housing containing the pedestrian push-button shall be made of a nonrusting cast metal material. There shall be an outlet tapped in the back of the housing for standard pipe or rigid conduit. A metal guard shall be fabricated as a part of the housing. The guard shall extend far enough to prevent abusive damage which may result from the use of foreign objects to strike the button.

5 (a-3). External Button. The external operating button shall be of brass or other nonrusting metal alloy and shall be of sturdy design. It shall be possible to remove the button and contact unit from the housing with the use of simple tools.

5 (a-4). Mounting. Method of mounting pedestrian push-buttons and instruction signs shall be as shown on the plans. The contractor shall notify the engineer before placing the push-buttons and signs so that they are located on the proper face of the pole, pedestal and posts.

5 (a-5). Instruction Sign. The pedestrian instruction sign shall conform to the "Manual on Uniform Traffic Control Devices for Streets and Highways", published by the U.S. Department of Transportation, and as specified hereinafter. Each sign shall have the legend "PUSH BUTTON FOR WALK SIGNAL" and an arrow pointing in the direction of the crosswalk for which it is intended. Signs shall be constructed of sheet aluminum alloy 6061-T6. The black legend and white background shall be of porcelain enamel. Method of mounting shall be as shown on the plans.

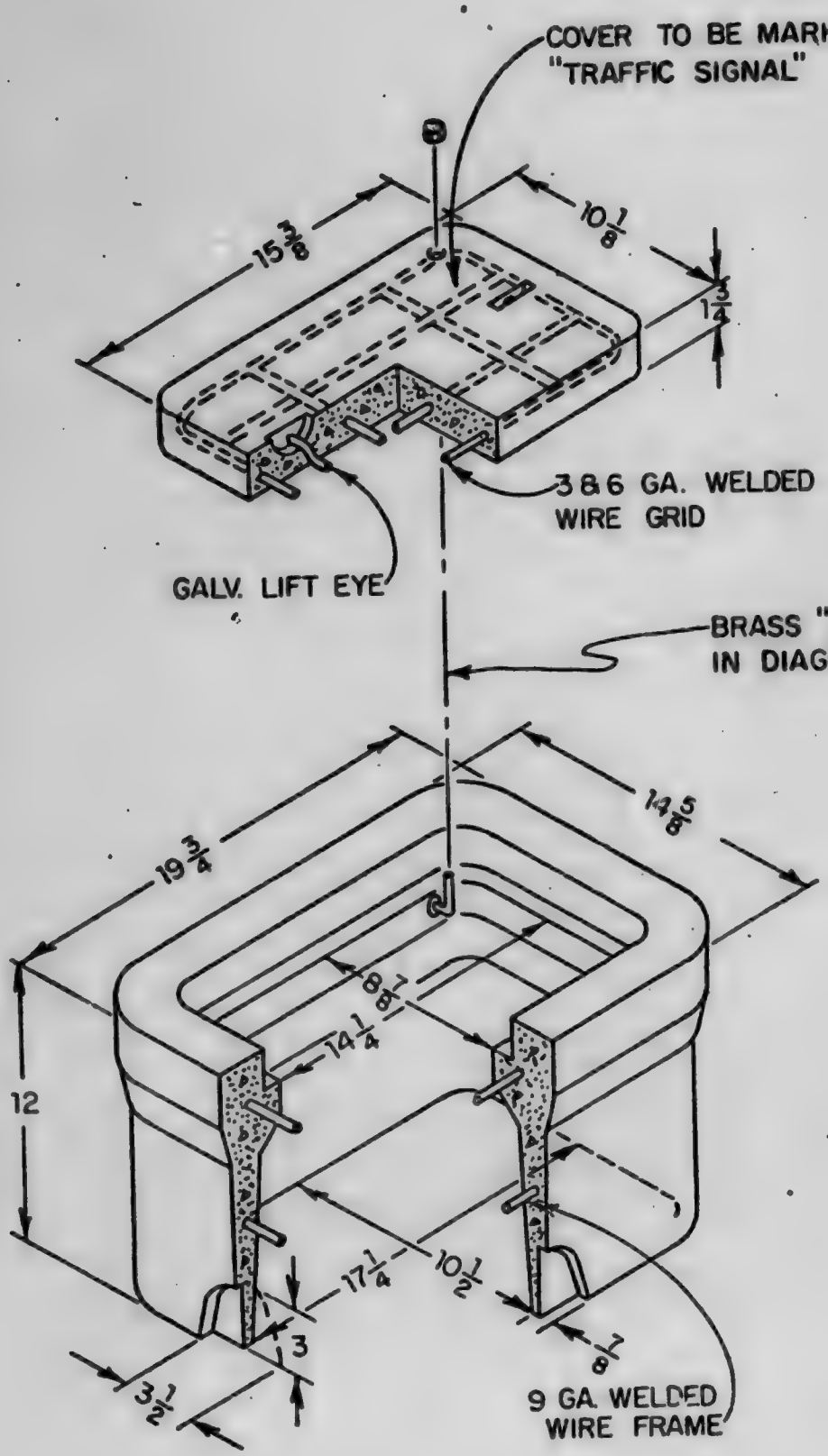
6. FLASHERS

6 a. General. Flasher mechanism shall be separate units, jack-mounted within the controller cabinet. Flasher mechanisms shall be all solid state, small, rugged and compactly constructed. The mechanism shall operate satisfactorily when mounted in any position. Extreme variations in temperature (-30° F to $+165^{\circ}$ F) shall not affect satisfactory operation. Jack-mounted flashers shall have a means of adjustment, by simple tools, of the flashing rate between the limits specified above. Each flashing circuit shall be capable of carrying a minumum of 10 amperes at 115 volts a.c. Suitable condensers, filters, choke coils,

121

or other apparatus that will satisfactorily suppress all radio interference shall be installed in each controller. The filters shall be installed at the input power point. Flashing mechanisms and filters shall conform to the UL standards.

6 b. Flashing Operation. Each controller shall be provided with local intersection flash. The rate of flashing shall be between 50 and 60 flashes per minute and shall be constant. The illuminated period of each flash shall be not less than half and not more than two-thirds of the total flash cycle. Each cabinet shall be set so as to flash red on the cross street and yellow on the main street or as otherwise specified in the special provisions. During flashing operation, all pedestrian signals shall go off and remain off until normal signal operation is resumed. Local intersection flash shall be controlled with a switch.

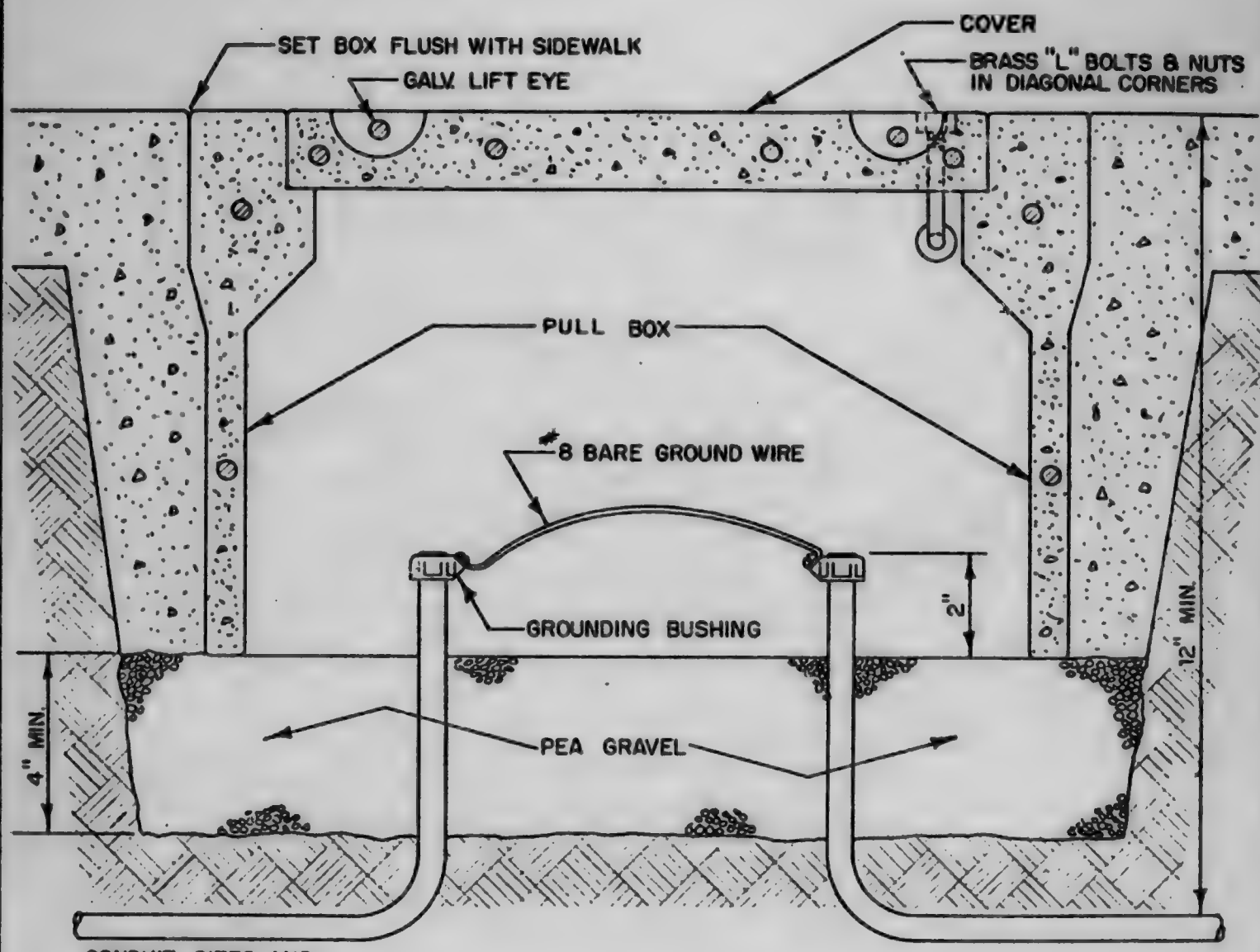


SIGNAL ENGINEERING DIVISION
BUREAU OF TRAFFIC ENGINEERING — CITY OF PORTLAND, OREGON

TYPE "A" PULL BOX
$10\frac{1}{2}$" x $17\frac{1}{4}$"

APRVD. J. K. Wilson 8/21/74
SIGNAL ENGINEER DATE

STANDARD DWG. NO. D-501



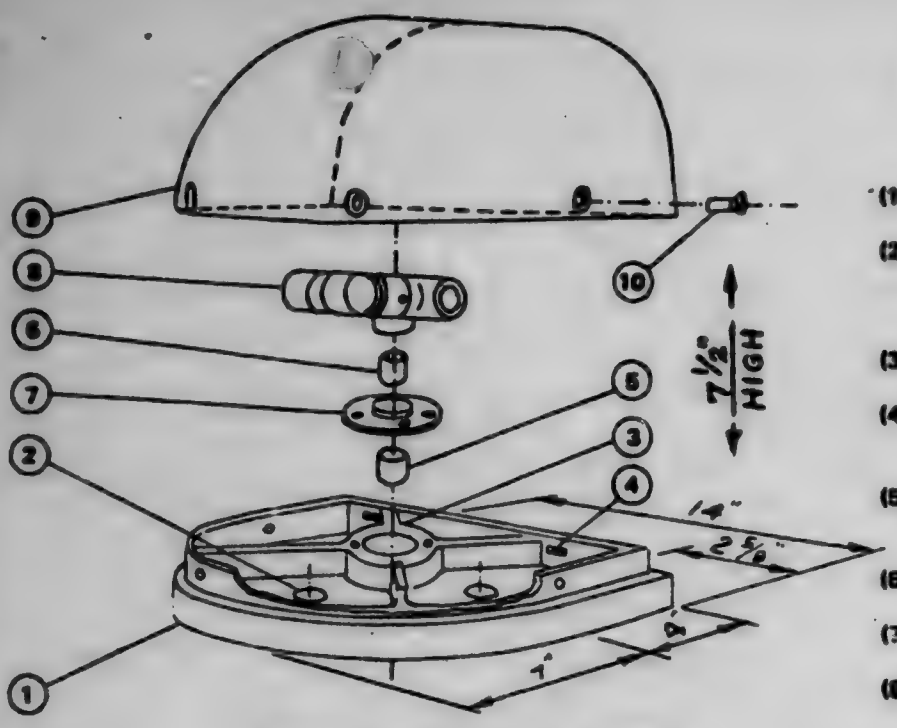
TYPICAL SECTION

SCALE: $\frac{1}{4}$" = 1"

SIGNAL ENGINEERING DIVISION
BUREAU OF TRAFFIC ENGINEERING — CITY OF PORTLAND, OREGON

SIDEWALK PULL BOX TYPICAL INSTALLATION

APRVD. J.K. Wilson SIGNAL ENGINEER — 7-23-73 DATE — STANDARD DWG NO. D-503



ILLUMINATED TERMINAL NOSING

(1) CAST ALUMINUM BASE.

(2) 3 - 1" DIA. HOLES FOR 7/8" ANCHOR BOLTS OR DOWELS (ON CENTERS @ 3-3/4 RADIUS)

(3) CONDUIT ENTRY, 1-7/8" DIA.

(4) REAR CABLE ENTRY HOLES. (2-5/8" FROM OUTSIDE EDGE).

(5) 1/2" CONDUIT COUPLING FOR CONNECTION TO INCOMING CONDUIT

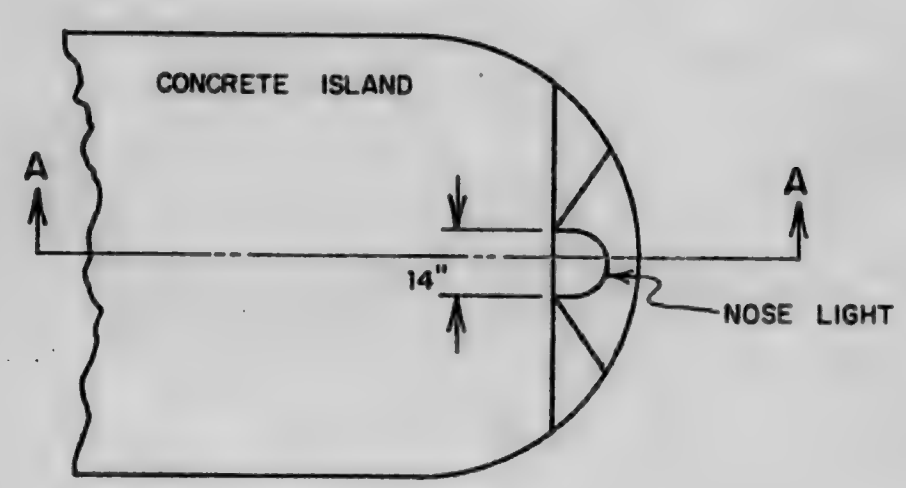
(6) THREADED NIPPLE

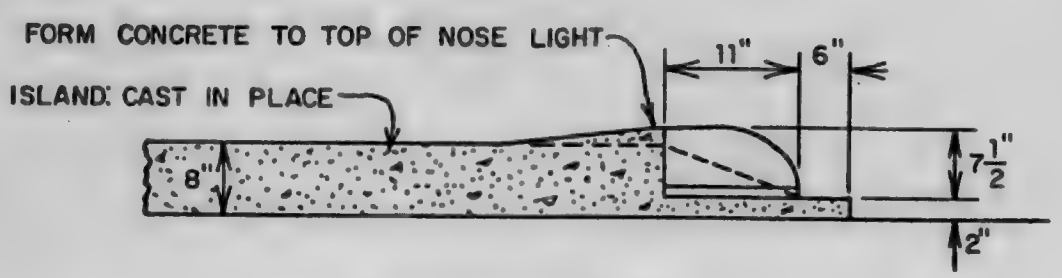
(7) FIXTURE SUPPORT FLANGE

(8) DOUBLE FIXTURE SOCKET/SPLICE COMPARTMENT ASSEMBLY

(9) TRANSLUCENT FIBERGLASS COVER

(10) 4-2/8" x 1" SS SCREWS





SECTION A-A

SIGNAL ENGINEERING DIVISION
BUREAU OF TRAFFIC ENGINEERING — CITY OF PORTLAND, OREGON

ISLAND LIGHT & TYPICAL INSTALLATION

APRVD: J. K. Wilson 3-16-76
SIGNAL ENGINEER DATE

STANDARD DWG. NO. D-804

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

March 18, 1976

From Bureau of Traffic Engineering

To Bureau of Streets & Structures

Addressed to Terry Bray

Subject 68th Avenue - N. E. 81st Avenue on N. E. Halsey Street

Following is a detailed estimate for the island light installation near N. E. 80th Avenue and N. E. Halsey Street:

	Unit	Qty.	Mat'l	Mat'l Total	Labor Total
Island Lights	ea.	3	$155.00	465.00	213.00
Sidewalk Pull Box	ea.	1	60.00	60.00	60.00
1" Rigid Conduit	lin. ft.	125	.70	87.50	325.00
#14 T. W. Wire	lin. ft.	210	.02	4.20	40.00
#10 T. W. Wire	lin. ft.	40	.05	2.00	10.00
Meter Base	ea.	1	10.00	10.00	25.00
Photo-Electric Cell	ea.	1	8.00	8.00	30.00
NEMA III enclosure wired with flasher and C.B.	ea.	1	180.00	180.00	35.00
				$816.70	738.00

James K. Wilson

J. K. Wilson
Sr. Traffic Engineer

EG:jjp

8539

Portland

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

February 25, 1976

Bill Cole, Design Supervisor
Oregon State Highway Division
222 State Highway Building
Salem, OR 97310

Re: NE Halsey Street, 68th to 81st

Dear Bill:

The following is in response to your questions about the proposed storm sewer for the Halsey Street project.

1. We have examined the feasibility of altering the location of the proposed storm sewer in order to avoid having manholes located in the wheelpath of moving vehicles. Northwest Natural Gas Company has indicated a willingness to abandon an old, low pressure, 6" cast iron gas line currently located within the street right-of-way. They would continue to utilize a 2" high pressure line located north of the 6" line. Therefore, it would be possible to shift the storm sewer 2-3 feet north of its proposed location. A shift south of the proposed location would not be acceptable, since City policy requires an 8 foot minimum center to center distance between the existing sanitary sewer and the proposed storm sewer.

   I would note that the location of manholes outside of vehicle wheelpaths is not a criteria usually considered in the design of sewers within the City. The crowded utility situation in City streets usually makes this impractical.

2. We have examined the proposed connection to the existing 60" sewer at NE 77th Avenue, and are suggesting a plan revision. Please see the attached sheets for details of this revision.

I hope this answers your questions. Please call me if we can be of further help.

Sincerely,

Glen R. Pierce

GLEN R. PIERCE, ASSOCIATE CIVIL ENGINEER
Bureau of Street & Structural Engineering

GRP:lmc

Encl.

cc: Ed Ng
Frank Pfersch

Plans Retained in Design Room W.E.C.

REFERRED TO

	Beard		Read
✓	Cole WEC		Sample
	Eriksen		Watson
	Heger		Wolfe

Return Discuss Do Copy Due
BY FINAL DESIGN ENGINEER

1	Versteeg ✓		Requires Reply ☐
	Olson		Requires Approval ☐
2	Christensen DC	RECEIVED	Receiver Keep ☐
	Scott	MAR 1 1976	Do not File ☐
	Swenson		Return To
	Anderson	ROAD DESIGN SECTION	Bring Up / /
	Trout		Other
	Cole		

#8539.

FAS 730

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

January 13, 1976

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: N.E. 68th - N.E. 81st Avenue Section
N.E. Halsey Street
Multnomah County

TO: J. H. VERSTEEG
Design Engineer

Attention Floyd Scott

Enclosed is a sketch map prepared by G.F. Bresnan regarding the encroachment on state right-of-way at Northeast 69th Avenue and Halsey.

Please advise this office if additional information is required.

pq

Versteeg
Olson
Tappin
1 Scott
Swanson
Anderson
Trout

RECEIVED
JAN 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive & Keep ☐
Do not File ☐
Return To
Bring Up /
Other

N.E. HALSEY

30.0'

30.0'

89°22.5'

SET PIN & CAP

105'

49.51'

42.67'

21'

8'

ONE STORY BLOCK

2 OUTBUILDINGS

O.S.H.D. R/W LINE

16

SET RAIL ROAD SPIKE

15

14

2

1

ROSEMONT ADD.
BLOCK 1

6

8

7

N.E. 69TH AVE.

JONESMORE

STREET

827.94'

SECTION LINE

1/4 CORNER

30.0'

103'

60'

10.21'

SET AMMO NAIL

30.0'

TWO STORY BRICK APT BUILD. 2' OVERHANG

1

2

3

25.0

25.0'

ADD

3

N.E. 70TH. AVE.

N

ENCROACHMENT OF O.S.H.D.
RIGHT OF WAY AT 69TH & HALSEY PORTLAND, OREGON
JONESMORE ADDITION
BLOCK 3 LOTS 16 & 1

SCALE 1" = 30' 1-9-76

METRO LOCATION ENGINEER
G.F. BRESNAN

TRANSPORTATION IMPROVEMENT PROGRAM

Federal Aid Urban System

PRE-FY 1976 PROJECT PROGRAMMING
STATE OF OREGON

PROJECT TITLE	FAU	FISCAL YEAR 1972	1973	1974	1975	1976	1977	1978	1979	1980	FUNDING DISTRIBUTION LOCAL $ REGION	LOCAL $ PORTLAND	STATE $ OTHER	STATE $ BOND	FED. $ REGION	FED. $ PORTLAND	TOTAL $
FOSTER-WOODSTOCK (1073)	6000	$ [illegible]	$ [illegible]	$ 425,530							$ 173,146	$ 46,728	$ 219,874		$ 859,708	$ 331,544	$ 1,631,000
KERR ROAD (1017)	2269	$ [illegible]									$ 10,650		$ 10,650		$ 37,700		$ 59,000
FRONT AVE (1173)	0925		$ [illegible]								$ 7,105		$ 7,105		$ 50,790		$ 65,000
WALSEY STREET (5026)	0066				$ 13,000							$ 1,650	$ 1,650			$ 11,700	$ 15,000
E BURNSIDE/SANDY (1113)	0750				$ [illegible]							$ 25,151	$ 25,150			$ 159,699	$ 210,000
FREMONT BRIDGE CONNECTION (2029)	0000				$ [illegible]							$ 40,500	$ 40,500			$ 287,000	$ 368,000
[illegible]INSON CREEK/ [illegible] (5007)	9518				$ [illegible]						$ 10,500		$ 10,500		$ 74,000		$ 95,000
[illegible]RPOOL @90% (5024)		$ [illegible]	$ [illegible]	$ [illegible]							$ 14,804		$ 14,804		$ 266,476		$ 296,084
82ND & GRAND AVE-FAU TRANSFER TO URBAN EXT	—					$ [illegible]	$ [illegible]									$ 419,000	$ - 419,000
POWELL SIGNALS- 47TH & 69TH	2643					$ 30,000						$ 3,300	$ 3,300			$ 23,400	$ - 30,000
ECAP SIGNALS	—				$ [illegible]						$ 32,000		$ 32,000		$ 226,000		$ 290,000
ALLEN BLVD	2056				$ 199,000						$ 22,000		$ 22,000		$ 155,000		$ 199,000
BANFIELD HOV - FAU TRANSFER TO URBAN EXT	—				$ 1,600,0								$ 699,000		$ 441,490	$ 459,510	$ 1,600,000
BUS SUBSTATION-FAU TRANSFER TO UMTA	—				$ 164,000	$ 2,051,000							$ 487,300		$ 846,600	$ 881,100	$ 2,215,000
BUS PURCHASE -FAU TRANSFER TO UMTA	—				$ [illegible]	$ [illegible]							$ 66,000		$ 119,660	$ 119,340	$ 300,000
RIVER ROAD	0005				$ 46,971	$ 879,370					$ 106,297		$ 106,298		$ 753,746		$ 966,341
WINTER BRIDGE ROAD	0017				$ 48,376	$ 135,807					$ 22,460		$ 22,460		$ 159,263		$ 204,183
ALLEN BLVD SIGNAL	0056				$ 40,000						$ 4,500		$ 4,500		$ 31,000		$ 40,000
COLUMBIA BLVD [illegible]	0944				$ 200,000	$ 400,000					$ 66,000		$ 66,000		$ 468,000		$ 600,000
HAWTHORNE BRIDGE CONTROLS	0070				$ 216,000	$ 104,000					$ 35,200		$ 35,200		$ 249,600		$ 320,000
OATFIELD ROAD	0385				$ [illegible],000	$ 313,000					$ 42,500		$ 42,500		$ 300,000		$ 385,000
LINWOOD AVENUE	0499				$ [illegible],300						$ 4,250		$ 4,250		$ 29,000		$ 37,500
POWELL BLVD	0640				$ 10,000	$ 630,300							$ 140,800		$ 499,200		$ 640,000
TOTAL $ PROJECTS OBLIGATIONS		$ 859,000	$ 766,554	$ 425,530	$ 3,821,847	$ 4,833,177	$ 219,000				$ 551,412	$ 117,329	$ 2,061,841		$ 5,562,235	$ 2,692,293	$ 10,985,108
LOCAL $ REGION		$ 125,951	$ 79,728	$ 27	$ 138,598	$ 207,109											$ 551,412
LOCAL $ PORTLAND				$ 46,728	$ 67,301	$ 3,300											$ 117,329
STATE $ OTHER		$ 125,950	$ 79,727	$ 46,755	$ 987,098	$ 822,310											$ 2,061,841
STATE $ BOND																	
FEDERAL $ REGION		$ 607,099	$ 607,099	$ 476	$ 1,566,081	$ 2,781,478											$ 5,562,235
FEDERAL $ PORTLAND				$ 331,544	$ 1,062,769	$ 1,078,380	$ 219,000										$ 2,692,293

FIGURE III-12A PRE-FY 1976 FAUS PROJECT PROGRAMMING

III-12

1975

8539

TRANSPORTATION IMPROVEMENT PROGRAM

Federal Aid Urban System

POST FY 1976 PROJECT PROGRAMMING

STATE OF OREGON

PROJECT TITLE	FAU	FISCAL YEAR 1976	1977	1978	1979	1980	POST 1980				FUNDING DISTRIBUTION: LOCAL $ REGION	LOCAL $ PORTLAND	STATE $ OTHER	STATE $ BOND	FEDERAL $ REGION	FEDERAL $ PORTLAND	TOTAL $
HOLGATE BRIDGE	0435											$ 247,500	$ 247,500			$ 1,755,000	$ 2,250,000
SIGNAL MODERNIZATION	—											$ 168,850	$ 168,850			$ 1,197,300	$ 1,535,000
GREELEY AVENUE	0092											$ 330,000	$ 330,000			$ 2,340,000	$ 3,000,000
N GOING/N BASIN INTERCHANGE	0070											$ 330,000	$ 330,000			$ 2,340,000	$ 3,000,000
NEW TRAFFIC SIGNALS	—											$ 59,400	$ 59,400			$ 421,200	$ 540,000
FRONT AVENUE CONSTRUCTION	0028											$ 169,600	$ 169,600			$ 1,202,800	$ 1,542,000
HALSEY CONSTRUCTION	0064											$ 32,000	$ 32,000			$ 227,000	$ 291,800
SW [illegible]	0278		$ 47,000	$ 420,000								$ 52,250	$ 52,250			$ 370,500	$ 475,000
SW VERMONT	0034		$ 19,000									$ 20,900	$ 20,900			$ 148,200	$ 190 000
SE 13TH AVENUE	0007					$ 24,000	$ 244,000			HILLSBORO	$ 29,650		$ 29,650		$ 288,700		$ 268,000
SUNNYSIDE ROAD	0466					$ 235,000				CLACKAMAS COUNTY	$ 26,000		$ 26,000		$ 183,000		$ 235,000
SW MURRAY BLVD	0065					$ 300,000				WASHINGTON COUNTY	$ 33,000		$ 33,000		$ 234,000		$ 300,000
HAWTHORNE BRIDGE	0970					$ 183,000	$ 87,000			MULTNOMAH COUNTY	$ 29,700		$ 29,700		$ 210,600		$ 270,000
SE MAPLE STREET	0006						$ 35,000	$ 350,000		HILLSBORO	$ 42,850		$ 42,850		$ 299,300		$ 385,000
SE 21ST AVENUE	0015						$ 35,000	$ 315,000			$ 39,150		$ 39,150		$ 275,700		$ 354,000
SE OAK STREET	0010						$ 23,000	$ 235,000			$ 28,350		$ 28,350		$ 201,300		$ 258,000
SE 18TH AVENUE	0013						$ 18,000	$ 170,000			$ 21,700		$ 21,700		$ 152,600		$ 196,000
KING ROAD	0500						$ 328,000			CLACKAMAS COUNTY	$ 36,000		$ 36,000		$ 256,000		$ 328,000
SW CORNELL ROAD	0014						$ 1,679,000			WASHINGTON COUNTY	$ 184,500		$ 184,500		$ 1,310,000		$ 1,679,000
SW 185TH STREET	0025						$ 1,000,000				$ 110,000		$ 110,000		$ 780,000		$ 1,000,000
SW [illegible] ROAD	0418						$ 1,500,000				$ 165,000		$ 165,000		$ 1,170,000		$ 1,500,000
[illegible] AVENUE	0139						$ 1,000,000				$ 110,000		$ 110,000		$ 780,000		$ 1,000,000
ALLEN BLVD-HALL TO MURRAY	0050						$ 360,000				$ 39,500		$ 39,500		$ 281,000		$ 360,000
SW 2ND AVENUE INTERTIE	—							$ 815,000	$ 3,309,000		$ 453,500		$ 453,500		$ 3,217,000		$ 4,124,000
TV HWY GRADE SEPARATION	—						$ 6,350,000				$ 698,500		$ 698,500		$ 4,953,000		$ 6,350,000
MARINE DRIVE	0930						$ 265,000	$ [illegible],000		MULTNOMAH COUNTY	$ 59,850		$ 59,850		$ 425,300		$ 545,000
SE STARK STREET	0710						$ 130,000				$ 15,400		$ 15,400		$ 109,200		$ 140,000
NE HALSEY STREET	0064						$ [illegible]	$ [illegible]			$ 80,300		$ 80,300		$ 569,400		$ 730,000
TOTAL $ PROJECTS OBLIGATIONS			$ 5,489,000	$ 3,958,000	$ 900,000	$ 3,218,000	$13,417,000	$ 2,554,000	$ 3,309,000		$ 2,202,950	$ 1,410,500	$ 3,613,450		$15,616,100	$10,002,000	$32,865,000
LOCAL $ REGION						$ 81,800	$ 1,475,950	$ 281,200	$ 364,000								$ 2,202,950
LOCAL $ PORTLAND			$ 603,600	$ 435,560	$ 98,980	$ 272,360											$ 1,410,500
STATE $ OTHER			$ 603,600	$ 435,560	$ 98,980	$ 354,160	$ 1,475,950	$ 281,200	$ 364,000								$ 3,613,450
STATE $ BOND																	$15,616,100
FEDERAL $ REGION						$ 578,400	$10,465,100	$ 1,991,600	$ 2,581,000								$10,002,000
FEDERAL $ PORTLAND			$ 4,281,800	$ 3,085,880	$ 702,340	$ 1,931,280											

FIGURE III-3C POST FY 1976 FAUS PROJECT PROGRAMMING

8539 D

City - Portland (?)

Salem, Oregon
December 12, 1975

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

N.E. 68th Ave. - N. E. 81st Ave. Section
N. E. Halsey St.
Multnomah County

Attention: Ken Limbocker

The subject City of Portland project has been received and the proposed construction will require easements outside the existing right of way.

An examination of aerial photos indicated a possible building encroachment on State right of way on the south side of Halsey between 69th and 70th. This right of way was acquired for an off-ramp from the Banfield.

Attached is a print of right of way map 6B-28-8, which shows our existing right of way and a print of an aerial photo with the approximate right of way lines shown. It appears that one building definitely encroaches on our right of way and possibly the adjacent building to the east does too.

Would your please investigate this situation, as some of our existing right of way will be required for this project.

BY: *f*
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8539

FAUS Portland

12-11-75

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: 70th Ave.-80th Ave.
NE Halsey St., FAU 0064

Project Federal Aid Number: M-0064(1)

Applicant: City of Portland

Contact: Cowles Mallory, City Engineer

Federal Aid Funds: FAS ___ FAUS X Other ___

Date Project Approved by Trans. Comm.: June 26, 1974

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Survey data indicates a need for sidewalk easements

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

December 11, 1975
Date

Unrein

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

cc: Right-of-Way Engineer
Metro ~~Region~~ ___ Engineer
Region 1 Federal Aid Engineer
Metro ~~Region~~ ___ Right-of-Way Supervisor
FHWA Right-of-Way Officer

8539

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 20, 1975

Portland, OR 97213

FILE:

NOTED
E. S. HUNTER

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Public hearing
NE 70th Ave.-NE 80th Ave.
section of NE Halsey

TO: MEMO TO THE FILE

On the evening of August 19, the city of Portland held a public hearing on the subject section. This is an FAUS project with FHWA putting out 78 per cent of the money, and the state and city splitting the other 22 per cent. The city is doing the preliminary engineering on the project, with monitoring by the highway division.

I was invited to sit in on the hearing as a member of the panel. The hearing was held at the Glenhaven School, 8020 Northeast Tillamook Street. Information sessions were also held at the school during the afternoon.

The hearing started shortly after 7 p.m. There were about fourteen neighborhood people in attendance, as well as about a half-dozen city and state employees.

Bill Lind, of Connie McCready's office, served as hearings officer. Glen Pierce described the engineering aspects of the project, and outlined three alternatives as follows:

1. Do nothing

2. Make the street four lanes, two each direction, with no parking

3. Make two lanes eastbound, the direction of the majority of the traffic, and one lane westbound with parking on the northside. The northside parking would be eliminated during the rush hours.

Only four residents spoke. Three were strongly in favor of the project, particularly since there would be no assessment to property owners to finance the project; the fourth had no objection in particular but asked if the city had considered setting up a one-way grid, using Halsey for eastbound, and Jonesmore for westbound traffic. Glen Pierce said this had not been considered.

The hearing was officially closed at 7:42 p.m.

RECEIVED
STATE HWY ENGR
AUG 21 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ebg

cc: E. S. Hunter
L. W. Rulien
G. A. Potter
E. L. Hardt

8539

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

fau

OREGON STATE HIGHWAY DIVISION — Salem, Oregon — July 29, 1975

Payable To: City of Portland - Bureau of Fin. Affairs
203 City Hall Portland, Oreg. 97204

Project: PE NE Glisan St. from NE 70th & NE 80th — Hwy. Agr. No.:

Contractor: City of Portland — Contract No.:

Agreement or Work Order No.: Jrb 12379 — Estimate No.: 2

Period Covered: February 6 - May 28, 1975 — Project No.: FAU M-5026(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
15676	Survey, Drafting & Engineering Supervision	8,529.25	8,529.25	
75-0015	" " " "	8,786.81		8,786.81
	(1) Total Invoice shows			
	$ 8806.81 in Error)			
	Corrected $8,786.81. (Labor,			
	Equipment, + Material Total			
	in error - diff $20.00)			
Totals		17,316.06	8,529.25	8,786.81
Retained 0 %				
Total Payments				

(20)

Prepared & Approved by:
Auditor

Approved by:
Responsible Supervisor

Charge: 326-1906-9019 $8,786.81

Charge:

Charge:

Charge:

Charge:

Credit:

NOTED
J. E. CHIDSEY

RECEIVED
COUNTY & CITY SECTION
JUL 30 1975

Form 81-734-1359 (11-73) ENGR. CSOR. OE UE UPE OE RE RPE

City of Portland

Bureau of Financial Affairs
Phone: 248-4030

INVOICE No.
No. 75-0015

TO:
State of Oregon
Department of Transportation
435 State Highway Building
Salem, Oregon 97310
Attn: Gene Hickam

DATE: June 30, 1975

$ _____
AMOUNT ENCLOSED

— Copy —

PLEASE MAIL THIS STUB WITH CHECK

PLEASE PAY TO: CITY TREASURER
203 CITY HALL
PORTLAND, OREGON 97204

DESCRIPTION		AMOUNT DUE
Job 12379 FAUS - 5026 Improve N.E. Halsey St. between N.E. 70th Ave and N.E. 80th Ave February 6, 1975 thru May 28, 1975. Labor 8419.22 Contract #14307 Equip 64.40 Matl 303.19 24.00 dlf.		8786.81 ~~8806.81~~

PURSUANT TO SEC. 5.48.040 OF THE CITY CODE, ACCOUNTS NOT PAID WITHIN THIRTY (30) DAYS AFTER THE DATE OF INVOICE, SHALL BE FORWARDED TO THE CITY ATTORNEY FOR COLLECTION.

CUSTOMER'S COPY

INVOICE No. 75-0015

8

7-14-75

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 8-61)

REQUES
OF INDIVIDUAL P
(PPM

CARD	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65			FUTURE (66)
2		City St., NE 70th-NE 80th (Portland)	ADT	11,500	*10,200

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 52	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY					
			FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	
3	Preliminary Engineering							

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Urban System	

NAME OF URBAN AREA (17-31): Portland

F.A. SYSTEM: Urban System

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE (43 - 46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TOTAL (59)
1	(1-4)(6)	16	41	42								
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	14	M-5026(1)	City St., NE 70th Ave.-NE 80th Ave. (Portland) on NE Halsey St.	0.5	15,0
										PROJECT TOTAL	0.5	15,0
5					PE ROW CONST		REQUESTED REVISION Stage 2	14	M-0064(1)	City St., NE 70th Ave.-NE 80th Ave. (Portland) on NE Halsey St.	0.5	15,0 (16)
										PROJECT TOTAL	0.5	15,0

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To change the project t present approved urban system route.
1	COLUMN 14 ⟶ CODE 11	CODE 2	*Future ADT based on Mt. Hood Fwy. in o

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECO
August 20, 1974	DATE: July 14, 1975	DATE
OTHER: September 5, 1974	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

8539

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

d)	ADT	11,500	FUTURE *10,200	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE W36	ITEM NO. 14

FOR MISCELLANEOUS FUNDS ONLY

UTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) M- | NUMBER-AGR. NO. 0064(1)

I PROJECTS ONLY: POST MI. | DESIG.

CO'JNTY NAME: Multnomah — CODE 051

System

F.A. SYSTEM: Urban System

RTE NO. U | FEDERAL AID 0064 | STATE City St. | U.S. --

	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
)	City St., NE 70th Ave.- NE 80th Ave. (Portland) on NE Halsey St.	0.5	15,000	11,700	1,650(City) 1,650	Preliminary engineering all phases.
	PROJECT TOTAL	0.5	15,000	11,700	3,300	
)	City St., NE 70th Ave.- NE 80th Ave. (Portland) on NE Halsey St.	0.5	15,000	11,700	1,650(City) 1,650	Preliminary engineering all phases.
	PROJECT TOTAL	0.5	15,000	11,700	3,300	

REASON FOR CHANGE: To change the project number and federal-aid route number to correspond with the present approved urban system route.

*Future ADT based on Mt. Hood Fwy. in operation.

REVISION REQUESTED	RECOMMENDED	APPROVED
uly 14, 1975	DATE	DATE
	SIGNATURE	SIGNATURE
ement Engineer	TITLE	TITLE

cing, show both classes of funds involved.

USCOMM-DC 48803-P61

8539

Form F 39 (Rev. 9-71)

326-1906

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section N.E. 70th Avenue - N.E. 80th Avenue

Highway N.E. Halsey Street (FAUS 5026)

County Multnomah

Date June 17, 1975

Authorization No. 3

Survey Prefix 326 - 19 (Assigned by)

Description of termini, route, length, etc.: The project runs along N.E. Halsey Street from N.E. to N.E. 80th Ave. Length: 0.5 mile

TYPICAL SECTION

46-foot curb-to-curb with sidewalk/bikeway

Purpose of Survey: for the City of Portland to perform all field phases of prelimin gineering necessary to formulate preliminary design plans. To determine the R/W li to prepare special provisions and spec's for widening N.E. Halsey Street. City will pare necessary preliminary enviromental impact statements, plans, specifications and mates and final determination of R/W limits.

Purpose of survey:

Estimate of cost:

		City	State	Total
Field Plans	901		500	
Prelim Design	905	7,000	1,000	7,500
Traffic	907		1,400	1,000
Utilities	911	14,300	200	15,700
Office Engr.	914	300	400	500
Specifications	920	400	200	800
Environmental	921		1,000	200
Hearings	923		1,000	1,000
TOTAL	980	1,000	300	1,000
		23,000	6,000	1,300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 29,000

Previous authorization 23,000

Additional authorization requested 6,000

Additional authorization approved (Salem) . . . . .

Total all authorizations approved (Salem) . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

jan

8539 SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION

Salem, Oregon April 25, 1975

Payable To: City of Portland - Bureau of Fin. Affair's
203 City Hall Portland, Oregon 97204

Project: PE NE Halsey St. from NE 70th to NE 80th

Hwy. Agr. No.: —

Contractor: City of Portland

Contract No.: —0—

Agreement or Work Order No.: —

Estimate No.: 1

Period Covered: November 1974 - January 1975

Project No.: FAU M-5026(1)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
15676	Survey, Drafting and Engineering Supervision	$8,529.25		$8,529.25
Totals		$8,529.25		$8,529.25
Retained ____%				
Total Payments				

RECEIVED
COUNTY & CITY SECTION
MAY 1 - 1975
ENGR. COOR. OE AE HE
UPE CE RE RPE

(50)

Prepared & Approved by:

Gene Dickson
Auditor

Approved by:

R. D. [illegible]
Responsible Supervisor

NOTED
J. E. CHIDSEY

Charge: 326-1906-900P $8,529.25

Charge: —

Charge: —

Charge: —

Charge: —

Credit: —

Form 81-734-1359 (11-73)

8539

FAU
Portland

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1975

ROBERT E. RECTOR, Chief Bureau
of Street & Structural Engineering
400 S.W. 6th Room 411
Portland, Oregon

Attention: Glen Pierce

SUBJECT: NE 70th AVE. - NE 80th AVENUE SECTION
NE Halsey Street (FAUS 5026) 326-1906

Attached is an approved Authority for Survey increasing the total survey money from $15,000 to $23,000. The City of Portland's portion is now $17,400 instead of $12,000.

The City of Portland had previously deposited with the state $1,650. to cover its 11% share of the original preliminary engineering amount. This increase raises the City's share to $2,530, an increase of $880. This can be taken care of at the completion of the project when all the actual costs are known.

MAX J. KLOTZ
Metro Planning Engineer

pq

cc Richard Unrein

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☑ DPE ☐ CE ☐ RE ☐ RPE ☐

8539

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 31, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

Similar copies to all original recipients

SUBJECT Reclassification of Projects According to Chapter I of Title 23 CRF, Part 771 (New Federal Regulations Concerning Environmental Impact and Related Statements, etc.)

In accordance with your request and after consultation with members of your staff, the following list of reclassified projects recommending type of action (major/non-major) and appropriate environmental statement, is submitted for your concurrence:

PROJECT NAME	NEW CLASS	DOCUMENT
NE 70th Ave.-NE 80th Ave. Halsey	Non-major	None Required
Portland Area Signals	Non-major	None Required
SE Reedway-Milwaukie	Major/significant	EIS
Allen Avenue Interchange	Major/significant	EIS
Denny Road Interchange	Major/non-significant	Neg. Dec.
Scholls-Kinton	Non-major	None Required
Scappoose Section	Major/significant	EIS
~~SW Huntcliker-Upper Boones Ferry~~	Major/significant	EIS
Alsea Mt.-Hide Creek	Major/non-significant	Neg. Dec.
Astoria-Camp Rilea (S. Unit)	Major/significant	EIS
Cannon Beach Jct. Intersection	Major/significant	EIS
Pioneer Mt.-Hayes Creek	Major/significant	EIS
Airport Rd. (25th St)-Lancaster	Major/non-significant	Neg. Dec.
~~Nonwanna Cr. (Sundquist) Bridge~~	Non-major	~~None Required~~

FIVE

Cancelled

Contractor

RECEIVED
COUNTY & CITY SECTION
OCT 20 1975
☐ ENGR. ☐ CoOR. ☑ DE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT NAME	NEW CLASS	DOCUMENT
Coast Range Summit-Burnt Woods	Major/non-significant	Neg. Dec.
Blodgett-Wren	Non-major	None Required
Four Corners-Woodburn	Non-major	None Required
Price Road-Goldfish Farm Road	Major/non-significant	Neg. Dec.
Jct. City-Enid Station (Airport Rd)	Major/non-significant	Neg. Dec.
Cabin Creek SRA	Non-major	None Required
Barnett Road (TOPICS)	Non-major	None Required
Hampton-Lake County Line	Non-major	None Required
Riley-Lake County Line (Wagontire)	Non-major	None Required
Benson Creek-Olds Ferry Intchge.	Non-major	None Required
Malheur River Bridge	Non-major	None Required
Spray-Kimberly Section	Non-major	None Required
Sage Hen Hill-Hines Section	Non-major	None Required
Hilgard-La Grande	Non-major	None Required
Lawen Section	Non-major	None Required
Jordan Valley-Jordan Creek	Non-major	None Required
Powder River Sect. (Chandler Inn)	Non-major	None Required
Stewart Parkway-Troost St. T-5026(4)	Non-major	None Required
Orchard Dr.-Washington St. T-5009(-)	Non-major	None Required

Endorsement to Oregon State Highway Division

CONCUR William H. Kanzler
for Division Engineer

DATE 1/6/75

cc: E. S. Hunter
R. L. Schroeder
G. A. Potter
J. H. Versteeg
Victor D. Wolfe
W. J. Hart
Region Engineers

RECEIVED
JAN 7 1975
[illegible] SECTION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 4, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the NE 70th-NE 80th Avenue Halsey Street Section, concurred in by the FHWA indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:dg

cc J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
D. E. Swan
E. L. Hardt
R. N. Bothman
M. J. Klotz
Harry Woodward

Approved 10/4/74
Asst. State Hwy. Engr

10-4-74
cc: Rulien

RECEIVED
OCT 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon M-5026(1)
N.E. 70th-N.E. 80th Avenue
Halsey Street, Portland
Project Assessment

DATE: September 30, 1974

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

This project was reviewed in the field in March 1974 and again in greater detail on April 26, 1974 by Mr. Unrein, City-County, and our Area Engineer Christianson. At that time it was agreed that a Negative Declaration was appropriate unless unusual circumstances were revealed under detailed investigation. It was also agreed that a public hearing would be appropriate. This is considered a Topics-type project.

A copy of the project assessment is returned as requested.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
OCT 1 '74
REFER TO
Technical
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

A. E. [illegible]

RECEIVED
OCT 3 1974
PROJECT MANAGEMENT SECTION

RECEIVED
OCT 2 1974
[illegible]

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Martha Henderson Date 6/16/74

A. PROJECT IDENTIFICATION

Name of Project N.E. 70th Avenue-N.E. 80th Avenue Halsey Street Section

Location of Project N.E. Halsey Street (FAUS 5026) M-5026(1) Highway

City Portland County Multnomah Region METRO

Est. Cost $ 15,000 R/W & Constr. Only Length 0.5 miles Prefix 326-1906-923

B. BRIEF GENERAL DESCRIPTION OF PROJECT

Northeast Halsey Street between Northeast 70th and Northeast 80th Avenue is within the urban area of Portland. The section connects the Banfield Freeway just north of Halsey Street on both its west and east termini. This section of Halsey Street is presently composed of a two lane, 24-foot surfaced roadway with umimproved shoulders. Plans currently under consideration call for a widening to include four 11-foot travel lanes with 1-foot curb offsets to equal 46-foot curbed section. The capacity improvement provides for the elimination of on-street parking during peak hours.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	[X]	
Program (PE) Approval	[ ]	
Corridor Approval	[ ]	
Design Approval	[ ]	
P.S. & E. Approval	[ ]	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	[ ]	[ ]
Formal Environmental Classification Study	[ ]	[ ]
Formal Environmental Classification Study Completed	[ ]	[ ]

CATEGORY 3 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐
Location (Field)	☒	Preliminary Design (Office)	☐
City of Portland			
Location (Office)	☐	Final Design	☐
		Contract Plans Completed	☐

PNRS No. _____

Date A-95 Submitted _____

Date Reply Received _____

Reply Not Required ☐

F. STATUS OF PUBLIC HEARINGS

			Date
Hearing Not Required	☒	Corridor Hearing Held	☐ _____
Hearing Not Requested	☐	Design Hearing Held	☐ _____
Hearing Requested	☐	Combination Hearing Held	☐ _____

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist				
Urban Economist				
Agricultural Economist				
Accoustical Engineer	XXX			Widening could induce additional traffic increase noise in area.
Air Quality Engineer	XXX			Widening could induce additional traffic lowering air quality
Sociologist				
Urban Planner				
Landscape Architect				
Geologist				
Assistant Project Manager				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

On January 15, 1974 the City of Portland requested FAUS funds for widening of a one-half mile section of N.E. Halsey Street from N.E. 70th Avenue to N.E. 80th Avenue. Halsey Street section connects with the Banfield Freeway at N.E. 70th and N.E. 80th. The termini of the project are interchanges with the freeway. The existing facility is a two lane, 24-foot surfaced roadway with unimproved shoulders. Signals are nonexistant in the project section. Parking is permitted on the shoulder area. Five buses travel the project section during the peak hour periods. There are five signaled bus stops eastbound and six westbound. During off-peak hours, traffic volumes range from 500 eastbound to 300 westbound. Peak hour volumes increase to 850 eastbound during the p.m., while the westbound a.m. peak hour reaches a volume of 600 vehicles. During peak hour periods, vehicle queues form behind buses stopping to pick up or discharge passengers.

Improvements of the section would bring the section of Halsey Street to conform with the remainder of the FAU route. The capacity improvement of widening N.E. Halsey would provide for the elimination of on-street parking during peak hours. This would permit two 11-foot travel lanes in each direction of travel. Vehicles will be able to pass stopped buses, thereby eliminating traffic queues. During off-peak hours, when parking is permitted, capacity will remain substantially unchanged. One lane each direction will provide adequate capacity. In addition to increased peak hour vehicle capacity, the

(Use more space if required)

construction of curbs and sidewalks will improve safety for pedestrians and waiting bus passengers.

The proposal was reviewed by OSHD and FHWA in March, 1974 it was determined that the 44-foot proposal was considered substandard. A field investigation indicated that a 46-foot curbed section would meet the specifications for FAUS funding. The City of Portland re-examined their position and agreed to the 46-foot section in May of 1974. Their request for FAUS funds was approved on June 26, 1974.

A working agreement was made between City officials and OSHD concerning this project. The City will perform all field phases of preliminary engineering necessary for design plans, determine approximate right-of-way limits and prepare specifications. They will also prepare the necessary preliminary environmental impact statements. OSHD will make soils and foundation explorations. OSHD will also prepare a Final EIS and prepare the project for contract bids.

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant [X] Significant Amount [ ] (Explain and Assess)

Existing 60 foot right-of-way will be utilized. The urban setting of the project is prohibitive to right-of-way acquisition.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No [XX] Yes [ ] (Explain and Assess)

Halsey Street now serves as a two-way east-west arterial through northeast Portland. It will continue to serve as an arterial route, but its capacity will be increased during peak hours by prohibiting parking in the vehicle lanes.

b. Adjacent Land Use? No [XX] Yes [ ] (Explain and Assess)

Adjacent land use will remain the same.

c. Adjacent Land Access? No [XX] Yes [ ] (Explain and Assess)

Adjacent land access will not change.

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No [X] Yes [ ] (Explain and Assess)

The widening of Halsey will not require major construction. However, the termini have not been totally studied and they may require some construction which can not be evaluated at this time.

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

No other alternatives have been studied other than the 44-foot widening.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

No significant potential issues are identifable.

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S.	[ ]	Negative Declaration	[X]	Statewide Negative Declaration	[ ]
Final E. I. S.	[ ]	Section 4(f)	[ ]	Environmental Assessment	[ ]

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document 7-30-74 [signature]

8539

bc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
L. W. Rulien
Victor Wolfe
V. E. Skoog
R. N. Bothman
Ted Spence

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 20, 1974

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Re: Preliminary Engineering Authorization
FAU System Project M-5026(1)
NE 70th Ave-NE 80th Ave. (Portland) Sect.
N.E. Halsey Street
(FAU 5026)

NOTED
E. S. HUNTER

Dear Mr. Rector:

The City of Portland is hereby authorized to proceed with preliminary engineering for the subject project in accordance with the project agreement.

Attached is a copy of the approved "Authority for Survey." Please reference your cost records to Survey Prefix 326-1906 and Project No. M-5026(1).

Please caution all City personnel who will be working on this project to keep clear records of their time and expenses. Failure to do so may result in unnecessary disputes and non-participation by Federal and State funds.

If you anticipate any overruns, please contact our Metropolitan Engineer, Mr. R. N. Bothman, regarding approval of overrun.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt
Encl.

RECEIVED
SEP 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FAU

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section N.E. 70th Avenue - N.E. 80th Avenue

Highway N.E. Halsey Street (FAUS 5026)

County Multnomah

Date Sep 5, 1974

Authorization No. 1

Survey Prefix 326-1906 (Assigned by Salem office)

Description of termini, route, length, etc.: The project runs along N.E. Halsey Street (Federal-Aid Urban System Route No. 5026) from approximately N.E. 70th Avenue to N.E. 80th Avenue. Length: 0.5 mile. Proposed typical section: Four lane, 46-foot curb-to-curb with sidewalk/bikeways.

Purpose of Survey: For City of Portland to perform all field phases of preliminary engineering necessary to formulate preliminary design plans, determine approximately R/W limits, and prepare proposed special provisions and specifications for widening N.E. Halsey Street to a 46-foot curbed section. City will prepare necessary preliminary environmental impact statements and conduct required public hearings. State to prepare final environmental statements, all plans and specifications, determine R/W limits, and prepare project for contract bids.

Estimate of Cost:

	City	State	Total
Field (901)	$ 2,000	$ 300	2,300
Plans (905)	1,000	500	1,500
Preliminary Design (907)	5,500	500	6,000
Traffic (911)	300	100	400
Utilities (914)	400	200	600
Program (920)		100	100
Specifications (921)	300	600	900
Environmental (923)	1,500	500	2,000
Public Hearing (980)	1,000	200	1,200
Total	$12,000	$3,000	15,000

RECEIVED
COUNTY & CITY SECTION
SEP 11 1974
ENGR. COOR. OE AE UE
UPE CE LRE RPE

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 15,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

PE 8-20-74

8539

August 20, 1974

City of Portland
Room 202
City Hall
Portland, OR 97204

Attn: George Yerkovich
City Auditor

MISC. CONTRACTS and AGREEMENTS No. 5051*

Gentlemen:

Attached for your files are two fully executed agreements related to preliminary engineering for the widening of N.E. Halsey Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

ser

Att.

bc H. S. Cox (agree. att.)

THE CITY OF PORTLAND OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

August 1, 1974

Mr. George Baldwin, Director
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Please find enclosed herewith quadruplicate copies of agreement relating to preliminary engineering for the widening of N. E. Halsey Street from N. E. 70th Avenue to N. E. 80th Avenue, as authorized by Ordinance No. 138576.

Will you kindly have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland officials, and return the original and one copy to the City Auditor, Room 202, City Hall, Portland, Oregon 97204. Since this office was furnished with only four copies of the agreement, we are unable to forward any more copies; if you need more, would you kindly make photos as we require two copies with original signatures.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Charles D. Spear

Chief Deputy Auditor

MS:dlh
Encls.

RECEIVED
STATE HWY ENGR
AUG 5 '74
REFER TO

RECEIVED
AUG 5 1974
OFFICE
DIRECTOR of TRANSPORTATION

TRANSACTION NUMBER 8-69

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-20-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature): L. W. RULIEN'S AUGUST 9, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 14 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
14	M-5026(1)	0.5	15,000	11,700

OTHER IDENTIFICATION AND/OR REMARKS (Slots)

LOCATION	WORK
NE 70TH AVE-NE 80TH AVE (PORTLAND) SECTION, MULTNOMAH COUNTY STATE OF OREGON.	PRELIMINARY ENGINEERING.

NOTED E.S. HUNTER

RECEIVED
AUG 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ORIGINAL TO
L W Rulien
8-26-74

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
STATE HWY ENGR
AUG 2274
REFER TO
Hunter
FOR
Info | Gives | R/D | D/R | Sign | Act | File

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 8-20-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

8-20-74

8539

8539

9

August 9, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-5026(001)

We are submitting program data for one Urban System preliminary engineering project, Item No. 14, Project No. M-5026(001), "N.E. 70th Avenue - N.E. 80th Avenue (Portland) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been orignated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

The project is exempt from State Clearinghouse and District 2 Clearinghouse A-95 review by working agreements dated April 28, 1970 and October 26, 1970, respectively.

We hereby request your authorization for the State and city of Portland to proceed with the phases of preliminary engineering necessary to obtain Location/Design approval.

A State-City agreement is being processed to provide for certain portions of the preliminary engineering phase to be accomplished by the city of Portland's engineering forces with such work being eligible for Federal participation. FHWA Memorandum of August 11, 1972 concurred that the city of Portland was adequately staffed and capable fo performing said engineering.

We will request further authorization to prceed with PS & E phase of preliminary engineering for the project as soon as Location/Design approval is granted.

Enclosures
JG:dc

Budget Bureau No. 41-R2067; Apr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

August 9, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEP BU

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): City St., N.E. 70th - N.E. 80th (Portland) 21 ..	ADT	PRESENT: 11,500	FUTURE: * 10,200 (70)	YEAR: 94 (71)(72)	REGION: 10	STATE NAME: Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering 26 62	NATL. FOREST (63)(65)	FH ROUTE NO.			EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER (8) M-- 14 20 NUMBER: 5026 7
CARD	CLASS OF FEDERAL FUNDS: Urban System					COUNTY NAME: Multnomah		CODE: 051 (14)(16)
	NAME OF URBAN AREA: Portland 17-31					ROUTE NO. U	FEDERAL-AID: 5026 (32)	STATE: City St. (36)(37) U.S.: -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (70)		
5					PE		City St., NE 70th Ave.- NE 80th Ave. (Portland) on NE Halsey St.	0.5	15,000	11,700	1,650	1,650 (City)
5					ROW							
5					CONST (CODE)		"NE 70th Ave-NE 80th Ave (Portland) Section"					
							PROJECT TOTALS	0.5	15,000	11,700	1,650	1,650 (City)

CARD 1	CODE 1	PREPARED BY		REMARKS (16)(23)(24)(29)
1	14	PROGRAM APPROVAL DATES		

* Future ADT based on Mt. Hood Fwy. in operation.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

August 9, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

City St., N.E. 70th - N.E. 80th (Portland)

ADT — PRESENT: 11,500 — FUTURE: 10,200 — YEAR: 94

REGION: 10 — STATE NAME: Oregon — STATE CODE: 41 — APPN CODE: 436 — ITEM NO.: 14

PROPOSED WORK (35 typewriter spaces): y Engineering

NATL. FOREST — FH ROUTE NO. — ENERG. YR. — PL. AUTH YR.

PROJECT NUMBER — PREFIX LETTER(S): M-- — NUMBER: 5026 — SEQ. NO.: (001)

T. Projects Only — POST MI. — DESIG.

FUNDS: Urban System

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: [ ] 1 OR [X] 2

Portland

ROUTE NO. U — FEDERAL-AID: 5026 — STATE: City St. — U.S.: --

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City St., NE 70th Ave.- NE 80th Ave. (Portland) on NE Halsey St.	0.5	15,000	11,700	1,650	1,650 (City)	P.E. All Phases (Future 46' curbed section providing a 2-lane facility with parking each side. Also with sidewalk/bikeways)
ROW								
CONST (CODE)		"NE 70th Ave-NE 80th Ave (Portland) Section"						Row - 60' normal; Access control- partial; Parking restrictions- partial.
		PROJECT TOTALS	0.5	15,000	11,700	1,650	1,650 (City)	

PREPARED BY

FHWA APPROVAL DATES

REMARKS

* Future ADT based on Mt. Hood Fwy. in operation.

USCOMM DUSCOMM-DC 48800-P61

NE 70TH AVE - NE 80TH AVE (PORTLAND) SECTION
PROJECT NO. M-5026(001)

Existing Facilities: 24-foot pavement with unimproved shoulder areas.

Project Data: The work consists of all phases of preliminary engineering; e.g., engineering studies, surveys, preliminary plans and estimates, environmental statement and final PS & E preparation. (For Future 46-foot curbed section providing a 2-lane facility with parking each side. Also, with sidewalk/ bikeways)

Note: City of Portland will perform majority of preliminary engineering. State will review and prepare final plans and specifications.

Additional Right-Of-Way: None Required

Relocation Resistance Payments: None involved as additional Right-Of-Way is not required.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

PPM 90-1 Requirements: Environment statement will be submitted in compliance with the requirements of PPM 90-1.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Data for PR-37:

Field Engineering	$ 11,000
PS & E Preparation	4,000
Total P.E.	$ 15,000

Note: The project is in Congressional District No. 3.

8539

MEMO TO: R. N. Chase
Project Management Section

DATE July 12, 1974

URBAN SYSTEM PROJECT PROGRAMING REQUEST:

CITY: PORTLAND SECTION: NE 70th Avenue-NE 80th Avenue (Portland)
NE Halsey Street (FAU 5026)

PROPOSED WORK: All phases preliminary engineering necessary to prepare project for contracting. City of Portland will perform bulk of preliminary engineering. State will review and prepare final plans and specifications.

COSTS:

	TOTAL	FEDERAL	STATE	CITY
*P.E.	$ 15,000	$ 11,700	$ 1,650	$ 1,650
Construction	(190,000)	(150,000)	(20,000)	(20,000)
TOTAL	$205,000	$161,700	$21,650	$21,650

*Field $11,000 *P.S.& E. $4,000

EXISTING FACILITIES: 24-foot pavement with unimproved shoulder area within 60-foot right-of-way.

PROPOSED PROJECT: Widen Halsey Street to a 46-foot curb to curb four-lane street section with sidewalk/bikeways.

PROJECT NO. M-5026(-)
ADDITIONAL RIGHT-OF-WAY: None required
SYSTEM ACTION: None required. Urban system approved 11/16/71.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required
ROUTE DATA: FAU 5026
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated 4/28/70.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempt per working agreement dated 10/16/70.
HEARING: Not required.
ACCESS CONTROL: Limited to location by City ordinance.
PARKING RESTRICTIONS: A.M.-P.M. peak hour.

ADT: Present 11,500 (1974)
Future 10,200 (1994) With Mt. Hood Freeway

Richard Unrein
Urban Engineer
County & City Unit

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

8539

OREGON STATE HIGHWAY DIVISION

bc: E. S. Hunter
L. W. Rulien
R. N. Bothman
E. L. Hardt

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 28, 1974

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S. W. 6th Avenue
Portland, Oregon 97204

Re: Approved Urban System Preliminary Engineering Project
N.E. 70th Avenue-N.E. 80th Avenue Section
N.E. Halsey Street (FAU 5026)
City of Portland

NOTED
E. S. HUNTER

Dear Mr. Rector:

On June 26, 1974, the Oregon Transportation Commission approved your request for a preliminary engineering project regarding widening of N.E. Halsey Street. Attached for your information is a summary of this project.

We are now in the process of filing the necessary "Notices of Intent" and preparing a project agreement. Following this we will program the preliminary engineering work with the Federal Highway Administration.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

RECEIVED
JUN 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8539

8

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 27, 1974

TO: Mr. R. N. Bothman
Metro Engineer
P O R T L A N D

SUBJECT: Approved Urban System Preliminary Engineering Project
N.E. 70th Avenue-N.E. 80th Avenue Section
N.E. Halsey Street (FAU 5026)
City of Portland

FROM: Richard Unrein
Urban Engineer
County & City Unit

NOTED
E. S. HUNTER

Attached is a tabulation and description of an Urban System project in the Portland Urban Area. The Transportation Commission approved this project at its June 26, 1974 meeting.

Please initiate an "Authority for Survey" for this preliminary engineering project. It should be noted that the City of Portland will perform the bulk of preliminary engineering work. The State will perform some preliminary engineering work. All preliminary engineering will be a participating Federal Aid item.

RU:ljt
Att.

cc:

E. S. Hunter	R. N. Chase
L. W. Rulien	P. L. Carstensen
V. E. Skoog	B. L. Gifford
L. E. George	W. L. Monner
J. H. Versteeg	John Hanks
J. B. Boyd	J. E. Chidsey
W. J. Hart	Adrian Olson
C. T. Keasey	C. G. Swenson
R. E. Royer	G. C. Wills
Victor Wolfe	F. W. Yarbrough
Gary Potter	C. T. Christianson, FHWA

RECEIVED
JUN 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUMMARY, URBAN SYSTEM FUNDS

Proposed FAU Project

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Portland	N.E. 70th Ave-N.E. 80th Ave., N.E. Halsey Street (FAUS 5026)	$15,500	$11,700	$1,650
	TOTAL NEW PROJECT	$15,000	$11,700	$1,650

SUMMARY BY FISCAL YEAR (Federal FAU Funds)	1974	1975	TOTAL
Allocated Funds (Federal)	$6,405,362	$6,552,246	$12,957,608
Approved Projects (corrected to date)	2,573,808	---	2,573,808
Unprogramed Balance	$3,831,554	$6,552,246	$10,383,800
Proposed New Project (6/26/74)	11,700	---	11,700
Unprogramed Balance	$3,819,854	$6,552,246	$10,372,100

74-c
6/14/74

SUMMARY, URBAN SYSTEM FUNDS

Proposed FAU Project

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Portland	N.E. 70th Ave-N.E. 80th Ave., N.E. Halsey Street (FAUS 5026)	$15,500	$11,700	$1,650
	TOTAL NEW PROJECT	$15,000	$11,700	$1,650

SUMMARY BY FISCAL YEAR (Federal FAU Funds)	1974	1975	TOTAL
Allocated Funds (Federal)	$6,405,362	$6,552,246	$12,957,608
Approved Projects (corrected to date)	2,573,808	---	2,573,808
Unprogramed Balance	$3,831,554	$6,552,246	$10,383,800
Proposed New Project (6/26/74)	11,700	---	11,700
Unprogramed Balance	$3,819,854	$6,552,246	$10,372,100

74-c
6/14/74

CITY OF PORTLAND
Proposed Urban System Project

N.E. 70th Avenue-N.E. 80th Avenue Section
N.E. Halsey Street (FAU 5026)
City of Portland

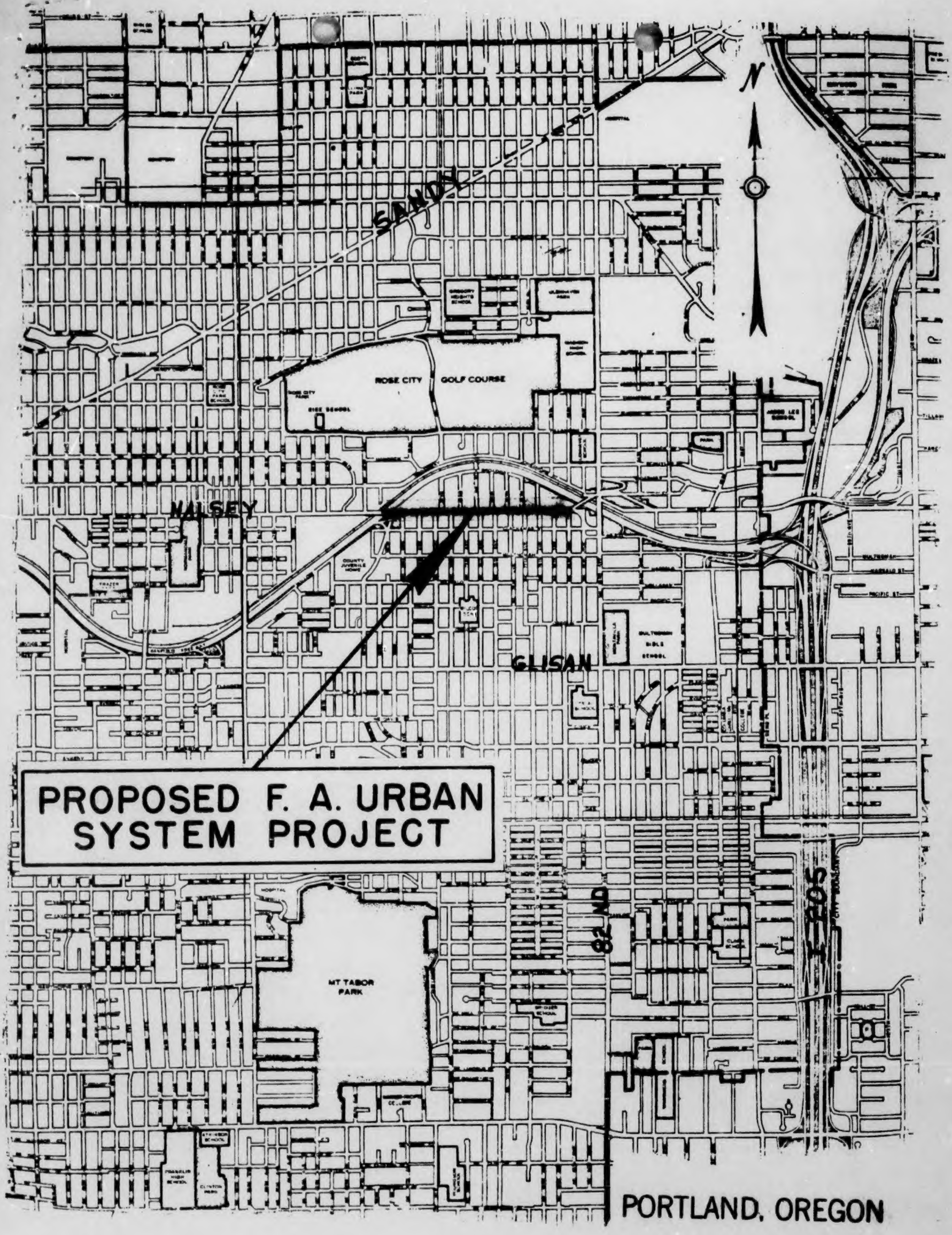
Preliminary Engineering Project
0.5 mile $15,000

This preliminary engineering project entails all the work necessary to formulate final construction plans. The work will include field surveys, environmental statements, any required public hearings, and final design elements.

The ultimate project envisions the construction of a four lane 46-foot curb-to-curb street section with sidewalk/bikeways.

City of Portland Public Works Department to perform bulk of preliminary engineering work.

74-c
6/14/74


N
SANDY
ROSE CITY GOLF COURSE
ROSE CITY PARK
BIKE SCHOOL
MAISEY
COUNTY JUVENILE HOME
FRAZER PARK
SANDIFUR GOLF DRIVING RANGE
GLISAN
WALTHAM BIBLE SCHOOL
WALTHAM AV
HAROLD ST
PACIFIC ST
82ND
205
MT TABOR PARK
PROPOSED F. A. URBAN SYSTEM PROJECT
PORTLAND, OREGON

8539

8

June 19, 1974

Oregon Transportation Commission

F. B. Klaboe
Administrator and
State Highway Engineer

Urban System Preliminary Engineering
Project Request
City of Portland

Presented for your consideration at the June 26 meeting will be a request from the City of Portland for approval of an Urban System project.

Preliminary engineering funds are requested to design a project to widen a 0.5-mile section of N.E. Halsey Street from a narrow two-lane facility to a four-lane facility.

Urban System funds for this preliminary engineering project are estimated at $11,700 with the State and City of Portland each paying approximately $1,650.

This project has been investigated and is eligible for funding under the Federal-Aid Urban System program. It has been approved by the Columbia Region Association of Governments. I recommend your approval of the project and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. W. Rulien
V. E. Skoog
H. S. Cox
R. N. Bothman
E. L. Hardt
Gary Sund
R. E. Whipps

RU:ljt cm

STATE OF ORLGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with 8518 Ends with: 8539

FLASH CARDS:

Remarks:

Reel No. 192 Reduction Ration 21 X Project No

Camera: Name Bell & Howell Model File Master Film 16 mmm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 15 day of July 19 88 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Joseph A. Wistal